

CITY OF MEDINA

COMPREHENSIVE PLAN

May 9, 1994

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A. PREFACE

This Plan represents the vision of Medina residents on the City's development as a unique residential community and as part of the Seattle/Bellevue metropolitan region. If the Plan is carried out, the quality of life enjoyed by Medina's residents will be preserved for the future.

Preparation of the original Plan was preceded by four related efforts:

1. Growth Management Joint Workshop held in April 1991 with Clyde Hill, Hunts Point, and Yarrow Point;
2. Inventory of Critical Areas conducted in 1991 and the adoption of the Critical Areas Ordinance in March 1992;
3. Joint workshop with Clyde Hill, Hunts Point, Yarrow Point, and King County Officials on County Policies, September 1992; and
4. Review of the City's zoning ordinance by the Planning Commission with adoption by the City Council in June 1993.

These efforts resulted in the identification of issues of a citywide nature to be addressed in the Comprehensive Plan, and the adoption of the Medina Comprehensive Plan in May 1994. The Comprehensive Plan was later amended by Ordinance No. 660 in July 1999.

The Planning Commission has been responsible for assuring citizen involvement in updates of this Plan by holding regular meetings and special community meetings during all of their review processes. Community meetings and public hearings are typically posted in prominent locations in the community, published in the monthly City newsletter, and published in the *Eastside Journal* newspaper. After the public

hearings, the Planning Commission recommendations are sent to the City Council for review, and adoption.

This Comprehensive Plan is supported by a number of documents. For detail on a particular issue, reference is best made to the appropriate supporting document. These include the Medina Municipal Code, the Shoreline Management Master Program (1974, 1991), Community Design Inventory and Preferred Landscaping Species List (1990), Critical Areas Inventory (1992), Comprehensive Stormwater Management Plan (1993), and the Six-Year Transportation Improvement Program (updated annually).

This Plan is not intended to be static; it will be periodically reviewed and revised as necessary. The Planning Commission will carry out a review of this Plan at least once every seven years, in accordance with RCW 36.70A.130, as amended by Washington SB 5841 (2002).

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B. INTRODUCTION

A comprehensive plan is a collective vision about how a community perceives itself and a statement about the kind of place the residents want it to become. The plan is an opportunity for articulating what needs to be preserved and enhanced and, conversely, what the community wishes to avoid. It is a document that functions as a guide for instituting land use regulations and making public decisions concerning individual development proposals.

The comprehensive plan must periodically be updated in order to respond to changing conditions and attitudes, both within and outside of the community. Medina's Comprehensive Plan had its first substantive update in April 1986. In 1990, the Plan was amended to reflect recommendations from the Land and Tree Committee, which included tree preservation requirements and design standards for City rights-of-way.

In 1990, the state legislature passed the first of two Acts regarding growth management. The first, SHB 2929, required that all communities within King County must inventory critical areas, update their comprehensive plans to include a number of specific elements, and adopt regulations to implement the plan. The second, HB 1025, passed in 1991, required that King County countywide planning policies (CPPs) be developed and adopted to address issues of a regional nature. Each city and town within the county must also respond to these issues within their comprehensive plan.

In 1994, the Plan was updated with four objectives in mind:

1. To repackage the previous plan and amendments for greater clarity and ease in interpretation;

2. To incorporate the appropriate provisions of other City plans, i.e. stormwater, critical areas, and street design guidelines;
3. To respond to local and regional development trends and pressures;
4. To address the issues raised in the State Growth Management Act and the Countywide Planning Policies.

The Plan was updated again between 2002 and 2004 with three objectives in mind:

1. To repackage the plan and amendments for greater clarity and ease in interpretation;
2. To meet current requirements of the Growth Management Act (GMA); and
3. To include Endangered Species Act (ESA) considerations.

STATE PLANNING GOALS

The Growth Management Act sets out thirteen statutory goals. The GMA legislation mandates inclusion of five basic plan elements and associated information requirements that are to guide development of comprehensive plans. For a community's plan to be valid, it must be consistent with the requirements of the GMA, which means that a plan must not conflict with the state statutory goals or countywide policies.

The thirteen statutory state goals are as follows:

1. Guide urban growth to areas where urban services can be adequately provided;
2. Reduce urban sprawl;

3. Encourage efficient multimodal transportation systems;
4. Encourage the availability of affordable housing to all economic segments of the population;
5. Encourage economic development throughout the state;
6. Assure private property is not taken for public use without just compensation;
7. Encourage predictable and timely permit processing;
8. Maintain and enhance natural resource-based industries;
9. Encourage retention of open space and development of recreational opportunities;
10. Protect the environment and enhance the quality of life for Washington residents;
11. Encourage the participation of citizens in the land use planning process;
12. Ensure adequate public facilities and services necessary to support development;
13. Identify and preserve lands and sites of historic and archaeological significance.

Medina is a small, fully developed residential community. The City cannot increase its land area and the population will increase only by the amount represented by the few remaining vacant and/or redevelopable lots, changes in family size, or the potential inclusion of accessory dwelling units (ADUs). The 2002 Buildable Lands Report states that the City has capacity for about 40 additional residences. Adequate urban facilities and services are in place to meet the foreseeable needs of a stable population. There is no business district, and there is no land for one to develop, nor do residents wish to see such development occur.

There are few actions the City could take that would be in conflict with the requirements of the Growth Management Act. Since there are no large tracts of undeveloped land, Medina can not contribute to additional urban growth, sprawl, or inappropriate economic development, and there are no resource lands to protect and no real threat to individual property rights. The City has historically imposed strict environmental controls through the State Environmental Policy Act (SEPA), its Shoreline Management Master Program, the grading and drainage permit process, and the 1992 Environmentally Sensitive Areas regulations in Chapter 18.12 of the Medina Municipal Code (MMC).

COUNTY PLANNING GOALS

Actions taken by the City will have little impact on planning issues within King County. The King County countywide planning policies (CPP) adopted in response to the requirements of the Growth Management Act are aimed at more effective use of existing land. Their goal is to establish higher density centers within the County and promote infill development to accommodate new growth so that remaining rural and resource lands may be preserved. Transportation and housing have emerged as key issues in this process.

Eight major areas of concern are addressed by the CPPs, and include the following:

1. Protection of environmentally critical areas;
2. Promotion of an efficient and rational land use pattern, with specific emphasis on resource lands, rural areas, continued growth in existing urban areas, the establishment of urban and employment centers, and urban growth outside of identified centers;

3. Creation of an efficient and responsive multi-modal transportation system;
4. Preservation of community character and public open spaces;
5. Provision of accessible and affordable housing opportunities;
6. Assurance of contiguous and orderly development among adjacent jurisdictions;
7. Provisions for the siting of public capital facilities of a countywide or statewide nature; and
8. Promotion of economic development strategies that further the overall land use goals and encourage the analysis of fiscal impacts.

Medina's size and lack of undeveloped land precludes it from becoming an urban or manufacturing center and makes siting of major public capital facilities (other than SR 520) or engaging in economic development an impossibility. Medina does not contribute a significant amount of traffic to the regional transportation system because there are no major employers or commercial districts and a relatively small population size. Medina supports development of an improved regional transportation system and encourages residents to utilize the public transit that is available to the community. To help ensure that there are housing opportunities, the City allows development of undersized lots and reasonable improvements of nonconforming structures. The City also allows for accessory dwelling units to accommodate increased population demands. The City is exploring strategies to meaningfully participate in addressing countywide housing issues that are within the limited resources available to the community.

Medina's land use pattern is consistent with that of its neighboring jurisdictions. There is

a high degree of cooperation and sharing of information between the City and its neighbors, which is exemplified by the monthly meetings held between each jurisdiction's mayor and city/town administrators. This high level of communication ensures consistency between each jurisdiction's plans and capital projects. Medina recognizes its place in a larger regional community where collective decisions are necessary to protect and enhance the quality of life we all enjoy. The City will continue to involve itself in regional issues and, to the extent possible, participate in their resolution.

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C. BACKGROUND AND CONTEXT

And now the sturdy ferries no longer ply from Leschi to Medina; the axe blade has given way to the bulldozer; nor do strawberries grow on the land. Yet there is a spark, a feeling which unites today with yesterday - and augurs well for tomorrow.

William Parks, Mayor 1955

HISTORY

Medina was originally a collection of farms and orchards on the shore of Lake Washington across from Seattle. During the late 1880s, wealthy land-owners began purchasing waterfront land from the homesteaders. By the 1890s these lands had been converted into broad lakefront estates. In 1913 the Medina ferry terminal was constructed, and in 1914 the town was formally platted. Medina grew slowly until 1941, when the first floating bridge was constructed. With the increased accessibility to Seattle, more people began to settle permanently on the east side of the lake, and the residents of Medina began to feel the pressures of growth.

Plans for a second floating bridge that would have the east terminus in Medina and bring the town within minutes of Seattle's population caused residents to begin considering incorporation. Three alternatives were debated over several years: incorporation with Bellevue, incorporation with the other "Points" communities, and separate incorporation. Residents voted to incorporate separately in July 1955, and in August 1955 Medina officially became a city of 1,525 people. In 1964 a perimeter portion of Medina Heights was annexed to the City, with the remainder of this neighborhood added in 1967. From 1959 to 1971 Medina acquired and developed Fairweather Nature Preserve, Medina Park, and Medina Beach Park. Another seven residential parcels located on the east side of Lake Washington

Boulevard adjacent to Clyde Hill were annexed in 1987. With these acquisitions, the land use pattern and mix was established.

At the time of incorporation there were five major objectives:

1. To maintain the residential character of the area,
2. To place zoning and planning under local control,
3. To spend a greater share of taxes locally,
4. To institute a small government under full local control, and
5. To maintain the maximum freedom of choice for change.

SETTING AND CHARACTER

Medina occupies a large peninsula projecting into the central portion of Lake Washington on the lake's east shore. The lake separates Medina from Seattle, with the SR 520 floating bridge, which enters Medina at the base of Evergreen Point, bringing Seattle's downtown to within nine miles of Medina. Medina is bordered on the northeast by the Town of Hunts Point and on the east by the City of Clyde Hill, both single-family residential communities. On the southeast, Medina is bordered by a relatively low-density, single-family residential section of the City of Bellevue. The downtown commercial center of Bellevue has grown rapidly and is approximately one and one-half miles to the east. More industrial sections of Bellevue are located near Interstate 405, which runs

north-south, intersecting SR 520 approximately three miles to the east of Medina.

The commercial center of Bellevue provides Medina residents with ready access to a wide variety of stores, restaurants, and other commercial establishments, including Bellevue Square. Bellevue has zoned the areas abutting the commercial core for high-density residential development, which allows apartments and townhouses. Consequently, there is a full range of residential opportunities near Medina available for people who choose this kind of environment and wish to live in close proximity to commercial amenities.

Certain limited non-residential development exists in Medina, such as the gas station, Medina grocery store, the post office, and City Hall, which provide services to the City's residents. The City Hall building, which is the former ferry terminal, and the Medina grocery store were constructed when Medina was served by ferry from Seattle. At least six private buildings remain from this era (houses, cottages, a barn, the telephone exchange, etc.). Although these structures have been put to different uses, they continue to serve as important reminders of the City's cultural past.

Medina finds itself in the center of an increasingly urban metropolitan area. The City is attempting to maintain its identity in the face of exploding growth that has been occurring all through King County. Medina's unique character is due in part to its lake front location. With approximately five miles of waterfront, the City is graced by premium single family residential development along the lakeshore, and a mixture of modest homes in the north-central portion of the City, establishing the character of the City as a high-quality residential community.

Medina also has a distinctive and informal natural setting that is typified by semi-wooded and heavily landscaped lots that provide visual and acoustic privacy between neighbors and abutting city streets. Many of the residences are situated in open settings, which take advantage of the attractive lake and territorial views. Additional contributing factors are the large tracts of open space, which can be seen from city streets. The more significant of these open spaces are the City's two interior parks, Fairweather Nature Preserve and Medina Park, and the Overlake Golf & Country Club. Overlake's golf course is an attractive open green space located in a shallow valley, which runs through the center of the City. The golf course serves as a visual amenity for surrounding homes, passers-by who view it from city streets, and residents of Clyde Hill.

It is the position of the community that development should continue in the form of single-family residences. Maintaining overall densities and instituting controls to limit the over-development of individual lots are seen as important to protecting the City's character. It is felt that the City should take steps to preserve the natural amenities and other characteristics, which contribute to the quality of life for the benefit of its citizens of all ages and a wide range of income levels.

1. LAND USE ELEMENT

INTRODUCTION

The Land Use element has been developed in accordance with the GMA (RCW 36.70A) to designate the proposed general distribution, location, and where appropriate, extent of land uses. The Land Use element includes population densities, building intensities, and estimates of future population growth.

This element has also been developed in accordance with King County countywide planning policies (CPP), which direct jurisdictions to focus growth in the cities within the designated Urban Growth Area.

Medina lies within the King County designated Urban Growth Area, but is not a designated Urban Center or Activity Area.

EXISTING CONDITIONS

Residential Uses

Medina is a developed community that consists almost exclusively of single family homes on individual lots. At the time of the City's incorporation it was the desire of the community to promote a development pattern that would maintain a single family residential character. Since that time, Medina has developed and matured according to that vision. Medina historically promoted a development pattern of approximately two homes per acre, which originally corresponded to the maximum enrollment capacity of the two elementary schools. The walking scale of the City's limited street grid, the narrow streets (requiring sufficient area on a building site for off-street parking), the level of fire protection service, the limited internal public

transportation system, and the density patterns adopted by neighboring communities – all suggest that the existing overall densities are appropriate for Medina.

In some parts of Medina the development pattern that existed prior to the City's incorporation is sufficient to justify a downward adjustment of the 20,000 square foot average lots size. The Medina Heights area, for example, has been largely developed to an average lot size of 15,000 square feet; however, many of these lots are significantly smaller. In this area and others where such circumstances are present, the 16,000 square foot average lot size specified in the Medina Municipal Code is appropriate. In other areas of the City, existing development patterns, topography, or proximity to Lake Washington justify lower development density; hence a 30,000 square foot average lot size has been instituted for these areas (see Figure 1).

Actual residential densities range from approximately five units per acre in the area between NE 24th Street and NE 28th Street to less than one unit per acre along sections of the Lake Washington shoreline. Average density based on the 2000 census count of dwelling units is 1.61 units per net acre.

Non-Residential Uses

The non-residential uses that exist in Medina are dispersed throughout the City (see Figure 2). Below is an inventory of land uses found in Medina (Table 1).

Table 1. Land Use Inventory

Land Use	Acres
Single-Family Residential	722.25
Overlake Golf & Country Club	140.00
Medina Park	15.00
Fairweather Nature Preserve	11.00
View Point Park	.06
Medina Beach Park & City Hall	.64
Bellevue Christian School	7.90
Medina Elementary School	8.20
Wells/Medina Nursery	6.00
St. Thomas Church/School	5.60
Medina Post Office	.50
Medina Grocery Store	.20
Gas Station	.35
Puget Power Substation	1.65
Puget Power Substation	.63
METRO Pump Station	.22
City Rights-of-Way	103.30
TOTAL	1,024.00

Most of the non-residential land uses that exist in Medina have been in place since before or around the time of the City's incorporation and have become an accepted and integral part of the community. These non-residential uses are subject to the City's special use provisions under the Municipal Code. Since Medina is fully developed, there are no tracts of land available for further commercial development nor is there zoning or public support for such development. If the existing use of any of the non-residential properties should change, it is to be developed in conformity with its underlying residential zoning classification or in a manner compatible with surrounding properties in accordance with the City's conditional use provisions. In addition, property currently used or designated for residential use is strongly discouraged from being utilized for additional churches, clubs, fraternal societies, schools, museums, historic sites, conference centers, or other additional non-residential facilities. These larger scale facilities create additional traffic, disrupt residential traffic patterns and are

inconsistent with Medina's residential character.

POPULATION AND GROWTH POTENTIAL

The Growth Management Act (GMA) and the King County countywide planning policies (CPP) encourage cities to assume an increasing share of new growth in the future, in order to minimize new growth in rural areas of King County. This means that cities planning under GMA should accommodate more compact development patterns in "appropriate areas" to absorb the additional share of future growth.

Although Medina is expected to absorb some growth over the next twenty years, the following factors severely constrain Medina's ability to provide significant population growth:

- Medina is landlocked, with no opportunities for annexation;
- There are limited areas in the City capable of supporting development or redevelopment;
- Limited public transportation system;
- No business district; and
- Environmental constraints.

Population and Employment

Population and employment trends are the basis for determining the amount of land and services required to accommodate anticipated growth in the City.

The 2000 census places Medina's population at 3,011, with 1,111 households and an average household size of 2.71 persons. Although the population has increased by 30 persons since 1990, the number of households has decreased from 1,129 to 1,111. This is contrary to the trend seen between 1980 and 1990, when the number of households increased from 1,094 to 1,129

and the population decreased from 3,220 to 2,981. While the trend between 1980 and 1990 may be attributed to an aging population and a reduced number of children (persons under 18), the recent trend indicates a substantial increase in the number of children (810 persons under 18 in 2000 as opposed to 696 in 1990).

According to the 2003 King County Annual Growth Report, there are 348 jobs based in Medina. The majority of these are classified as finance/services and major employers in the City include the City, the Overlake Golf and Country Club, the Chevron gas station, and the schools.

Population Forecast

The Washington Office of Financial Management provides population forecasts for counties every ten years. As required by Growth Management Act, the jurisdictions in King County allocate forecasted growth for the succeeding 20 years. Eastern King County is expected to accommodate a share of the countywide population increase commensurate with its share of forecasted job growth, as per the Puget Sound Regional Council. Based on Eastern King County's share, representatives from each city (East King County Sub-Area Group) allocate population forecasts for the individual cities based on the following factors:

- Availability of water and capacity of sewer system;
- The remaining portions of previously adopted household targets;
- The presence of urban centers and activity centers within each jurisdiction;
- The availability of zoned development capacity in each jurisdiction;
- The apparent market trends for housing in the area.

Based on these factors, development in Medina is expected to result in a net increase of 31 additional households by 2022.

Future Growth Issues

The GMA requires cities in King County to participate in the Buildable Lands Program, which offers the opportunity for local governments to coordinate and analyze land supply to make sure that they have enough lands for development and to make sure that their respective comprehensive plans are doing what they are expected to do. Medina's Buildable Lands Analysis, completed in 2002, estimates that the City has the capacity to accommodate a total of an additional 40 households under current zoning with recognition of current market trends (although, as noted above, only 31 new housing units are anticipated by 2022). Eventual full build out would ultimately add an estimated 108 people to Medina's population, based on the current household size.

There are several general trends occurring in Medina that make the potential for increased growth through redevelopment limited. First, there are a number of older, smaller homes on existing lots. The most common redevelopment practice has been to raze such a structure and construct a new, larger residence in its place. Consequently, there is no net increase in the total number of households.

Increasing house size through remodel is also common, particularly in the R-16 zoning district. The R-16 zoning districts contain a number of lots that were platted before incorporation of the City that are now of sub-standard size. Since the current lot development standards are more restrictive than before incorporation, it is often easier to increase the size of a home by making additions rather than tearing down and

rebuilding. Again, the result is no net increase in the number of households.

The purchase and agglomeration of several adjacent lots to create one parcel is one type of development activity that leads to a flux in the number of developable properties. Agglomeration has occurred on a few occasions in the past, and is likely to continue to a limited extent in the future. The result is a net loss of potentially developable sites. The common theme to current development in Medina is a move towards larger, single-family households, which precludes any net increase in household number.

In the R-20 and R-30 zoning districts there are a limited number of large parcels that could potentially be replatted. While a handful of new lots may be created, the addition of these lots would probably be offset by the net loss through agglomeration. Consequently, the number of households created through redevelopment will likely maintain the existing housing supply.

Medina is surrounded by incorporated municipalities and cannot extend its boundaries through annexation; therefore, its Urban Growth Area corresponds to its existing boundaries.

Household growth in Medina can be achieved per existing zoning only by the following actions:

- Development of the few remaining lots;
- Subdividing and developing existing properties to their maximum development potential;
- Restricting lot consolidation;
- Development of accessory dwelling units.

Therefore, the current land use pattern and general densities will remain largely unchanged over the next 20 years.

Within a four-mile radius of City Hall, there are hundreds of commercial establishments providing well over a million square feet of retail space and an increasing number of professional, health, and social services. Due to their extent and proximity, it is unnecessary for Medina to duplicate these land uses.

In addition, the public transportation system within Medina does not support higher residential densities or increased commercial development. The Countywide Policies are specific about encouraging increased densities and development to locate in those areas of the county where there are sufficient transportation opportunities. Medina has only one major arterial (on the east side of town) and only a few direct transit connections.

The major employers in Medina are the three schools and the golf course. Together they are anticipated to account for about 139 jobs. City government, including administrators, staff, and police, provides 22 jobs. There are also approximately 19 people employed by the gas station, Medina grocery store, nursery, and post office. Total employment within Medina is listed in the 2003 King County Annual Growth Report as 348 jobs. There is no planned or expected increase in retail or commercial space in Medina. However, there are an increasing number of people working from home. Consequently, traditional employment in Medina is forecasted to remain relatively stable, but there will likely be an increase in home occupations.

SPECIAL PLANNING AREAS AND ESSENTIAL PUBLIC FACILITIES

Certain areas within the City have unique planning requirements because of the impact these areas and the facilities they contain have on surrounding uses. These areas and facilities typically serve regional needs, and

any planning involving them requires coordination with other jurisdictions and agencies. By establishing a process for reviewing requests for development within these designated Special Planning Areas, the City can ensure that (i) the public will be included in the planning process, (ii) appropriate mitigation is implemented, (iii) adverse impacts on the surrounding uses and the City as a whole will be minimized, and (iv) regional planning will be facilitated. To accomplish these goals, development within designated Special Planning Areas will be handled through the City's Special Use Public Hearing process.

It is intended that future development of Special Planning Areas will be guided by the need to limit or mitigate the impact of such development on surrounding uses and the City as a whole. The role of government, in this context, is to seek a balance between the needs of a growing population and preservation of the environment and to ensure the maintenance of a high standard of living.

Any consideration of facilities to be sited within Special Planning Areas (or the expansion of existing facilities within Special Planning Areas) should follow submittal by the applicant of a Master Plan for the facility providing at a minimum the application criteria specified in Chapter 17.56.055 and must apply and integrate, to the extent applicable, the policies and requirements of:

- This Comprehensive Plan.
- The City's Shoreline Management Master Program (Ch. 18.08), the SEPA Ordinance (Ch.18.04), Critical Areas Ordinance (Ch. 18.12), Construction Mitigation Ordinance (Ch. 15.20), and Tree Preservation and Landscaping Requirements (Ch. 12.28).
- Environmental assessments and studies procured by the City dealing with

drainage and water quality, wildlife habitat, noise, the City's shoreline and aquatic habitat, and air quality.

- State and regional plans and studies.
- Reports and studies generated by the towns of Hunts Point and Yarrow Point, and the City of Clyde Hill on issues common to the Points Communities.

SR 520 Corridor Special Planning Area:

This Special Planning Area consists of the SR 520 right-of-way, including the Evergreen Point Bridge to mid-span, which runs across the City at the base of Evergreen Point, from Lake Washington on the west to the City's boundaries with the cities of Hunts Point and Clyde Hill on the east. A small Washington Department of Transportation (WSDOT) facility and a Park & Ride lot are located within the right-of-way. There is pedestrian access from the Park & Ride lot to transit stops within the north and south sides of the SR 520 right-of-way.

84th Avenue N.E. Corridor Special Planning Area:

This Special Planning Area consists of that portion of the 84th Avenue N.E. right-of-way within the City of Medina between the SR 520 interchange on the north and N.E. 12th Street on the south. The easterly portion of the 84th Avenue N.E. right-of-way is located within the City of Clyde Hill.

Essential Public Facilities:

The GMA requires that jurisdictions planning under its authority develop and adopt a process for identifying and siting essential public facilities. The GMA defines essential public facilities as "those facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities [such as SR 520], state and local correctional facilities, solid waste handling facilities, and in-patient facilities, including substance abuse

facilities, mental health facilities, and group homes." The County and all its cities must jointly agree upon the siting process for these types of facilities. The GMA states that no Comprehensive Plan or development regulation may preclude the siting of essential public facilities. SR-520 is the only essential public facility currently located in Medina.

The City reviews proposals for the siting of essential public facilities or the expansion of existing essential public facilities through the Special Planning Area process. If a proposed essential public facility is not located within a Special Planning Area, the proposed essential public facility shall be designated as a Special Planning Area. The boundaries of the resulting Special Planning Area will be the boundaries of the proposed essential public facility.

LAND USE PLAN

Medina has developed and matured into the type of community envisioned at the time of its incorporation. Old and new residents alike have invested substantially in their homes on the premise that Medina will continue to maintain its residential quality and character. Development ordinances and regulations have been adopted over time to assure that these expectations are met. As the above discussions indicate, there are no compelling reasons for Medina to institute fundamental changes to its basic land use pattern.

It is important to the community that uses such as the post office and the Medina grocery store, and facilities such as the City Hall, clock tower, and water tower are retained because of their functional, historic and cultural contribution to the City. The historical character of these buildings and structures, and appropriate uses should be retained for future generations.

In the absence of any substantial future growth, it is the basic policy of the City to retain and promote the high-quality residential setting that has become the hallmark of the Medina community. Medina will continue to consider ways in which to restrict the size of homes so that individual lots do not become over-developed and adversely impact the character of the community or the environment.

Future Land Use Designations

The Future Land Use Map adopted in this plan establishes the future distribution, extent, and location of generalized land uses within the City (see Figure 2). The land use categories on the Future Land Use Map include Single Family Residential, Local Business, Public Facility, School/Institution, Utility, Park, and Open Space.

GOALS

- LU-G1 To maintain Medina's high-quality residential setting and character.
- LU-G2 To maintain, preserve, and enhance the functional and historic contributions of Medina's public facilities and amenities.
- LU-G3 To maintain active community involvement in land use policy and regulations.
- LU-G4 To preserve community treasures, including, but not limited to, those structures and uses that reflect the City's heritage and history.

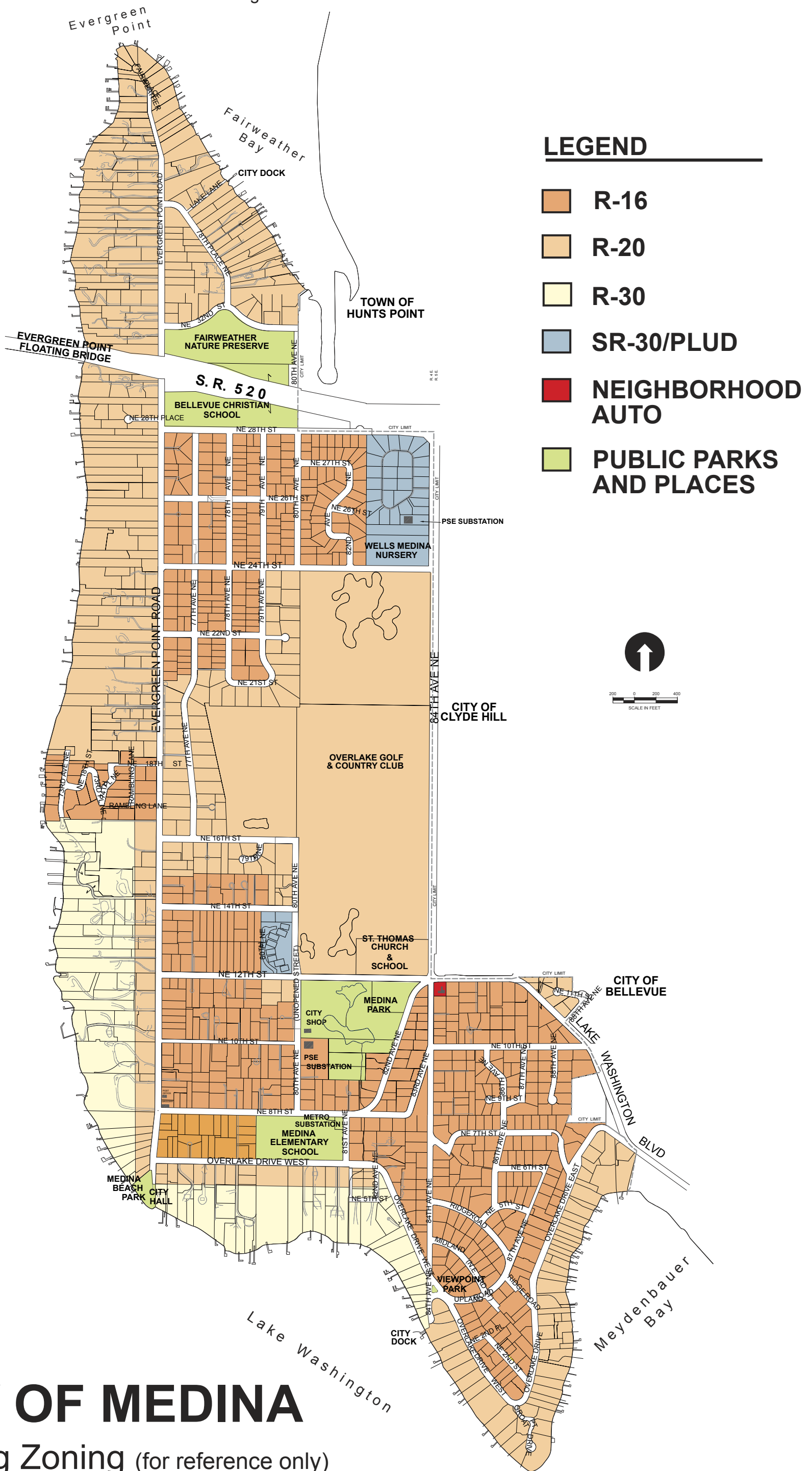
POLICIES

- LU-P1 The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.

- LU-P2 The City shall consider ways to restrict the size of homes in order to retain the character of the community and lessen impacts associated with construction.
- LU-P3 Residential uses shall not be considered for conversion to non-residential use except when clearly supported by the community and when impacts to the surrounding area can be fully mitigated.
- LU-P4 The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City's heritage and history.
- LU-P5 Existing non-residential uses are encouraged to be maintained. Existing non-residential uses include:
- City Hall
 - Medina Grocery Store
 - Post Office
 - Bellevue Christian School
 - Wells-Medina Nursery
 - Overlake Golf and Country Club
 - St. Thomas Church
 - St. Thomas School
 - The Gas Station
 - Medina Elementary School
 - City facilities and parks
 - Utilities
- LU-P6 Existing non-residential uses within a residential zone may be converted to residential use, or may be redeveloped with a new non-residential use in a manner compatible with surrounding properties when allowed through the conditional use process.
- LU-P7 The City shall work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of regional facilities development or improvement projects, such as SR 520 and related structures and improvements.
- LU-P8 The City shall encourage and facilitate public participation in all land use planning processes.
- LU-P9 The City shall afford due consideration to all stakeholders prior to any land use decision.
- LU-P10 Development of Special Planning Areas and essential public facilities shall require review of a Master Plan that addresses mitigation of impacts on surrounding uses and the City as a whole.
- LU-P11 If a proposed essential public facility is not located in an existing Special Planning Area, the proposed site of the essential public facility shall be designated as a Special Planning Area.
- LU-P12 The City shall not preclude the siting of essential public facilities.
- LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:
- a. An inventory of similar existing essential public facilities, including their locations and capacities;
 - b. A forecast of the future needs for the essential public facility;
 - c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;

- d. An analysis of the proposal's consistency with County and City policies;
- e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;
- f. An analysis of alternative sites based on siting criteria developed through an interjurisdictional process;
- g. An analysis of environmental impacts and mitigation; and
- h. Extensive public involvement.

Figure 1



CITY OF MEDINA

Existing Zoning (for reference only)

FIGURE 1: ZONING MAP

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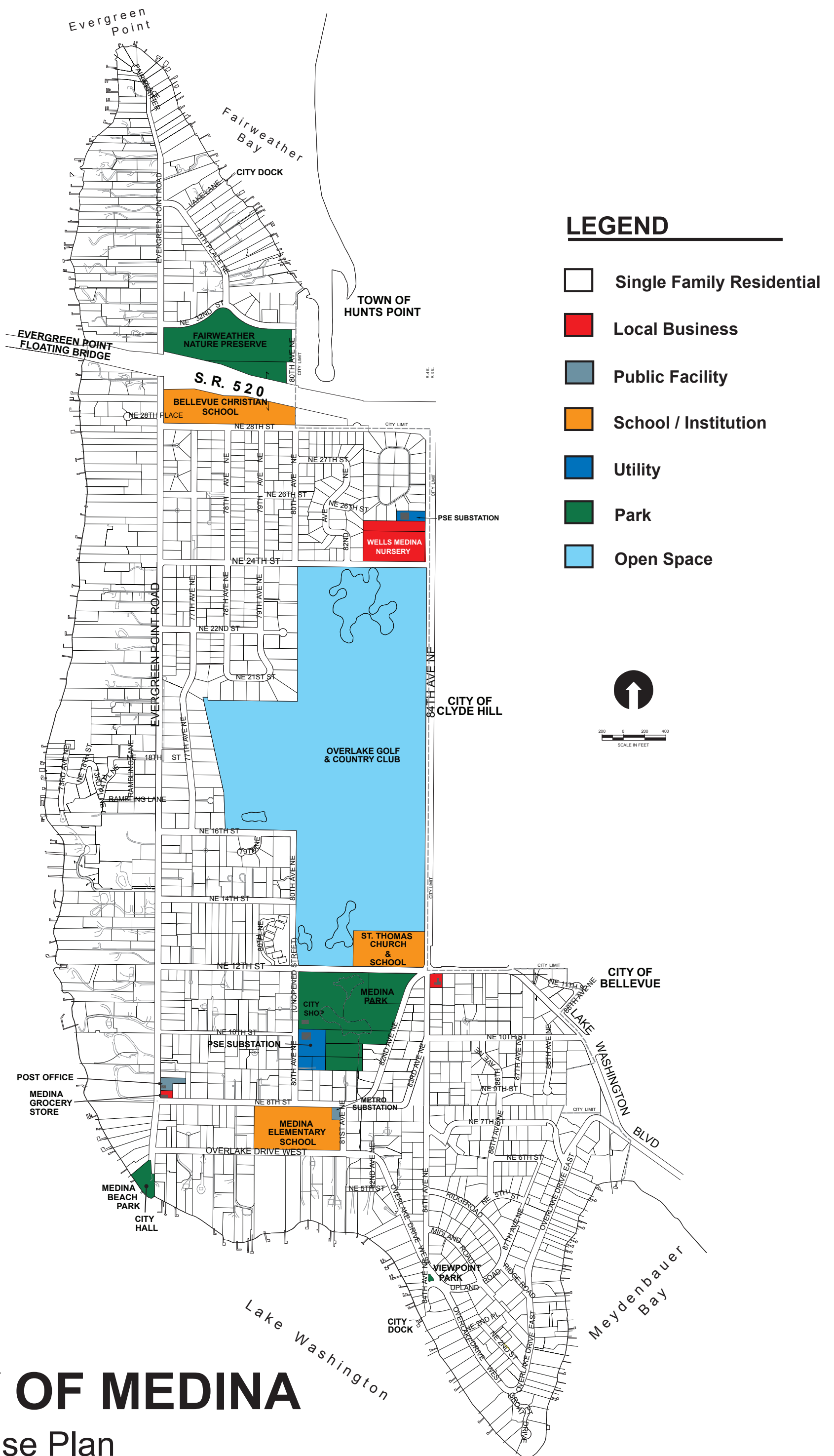


FIGURE 2: LAND USE PLAN

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2. NATURAL ENVIRONMENT ELEMENT

INTRODUCTION

The quality of life in the Pacific Northwest is often equated with the quality of the environment. Protecting and restoring air quality, water resources, soils, and plant, fish and animal habitats are important goals for the City of Medina.

This is particularly vital in light of recent federal Endangered Species Act listings of several salmonid species. Chinook salmon and bull trout are listed as threatened by the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS), respectively. Coho salmon are a candidate species listed by NMFS. All of these species are found in Lake Washington.

Medina is committed to federal, state, and regional goals of endangered species recovery of listed salmon species by addressing salmon habitat needs within and adjacent to its boundaries with Lake Washington. However, protecting these resources is challenging for a fully developed community.

The Growth Management Act (GMA) requires that comprehensive plans establish critical areas policies based on best available science as defined by WAC 365-195-905. In addition, "...cities shall give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries." King County countywide planning policies (CPP) direct local jurisdictions to "protect and enhance the natural ecosystems," including critical areas. Critical areas include wetlands, fish and wildlife habitat conservation areas, aquifer recharge areas, frequently flooded areas, and

geologically hazardous areas. This section establishes critical areas policies based on best available science to protect the environment and enhance the community's quality of life within the constraints of a fully developed community.

The GMA also mandates the conservation of natural resources, such as agricultural, forest, and mineral resource lands. However, Medina has none of these areas so natural resource lands will not be addressed further.

EXISTING CONDITIONS

The City of Medina is located within the Lake Washington/Cedar River/Sammamish Watershed, also known as Water Resource Inventory Area (WRIA) 8.

The 1992 Critical Areas Inventory identifies and describes some of the most important critical areas within Medina. The study identified six potential fish and wildlife habitat conservation areas:

- Fairweather Park [Fairweather Nature Preserve],
- Medina Park and adjacent wetlands at Overlake Golf & Country Club,
- Portions of the Lake Washington shoreline,
- Medina Creek (a.k.a, Fairweather Bay Creek),
- an unnamed creek draining from the Medina Park ponds, and
- an unnamed creek originating in the south Clyde Hill area.

These features and their vegetated buffers provide moderate habitat functions for small mammals, a variety of birds, amphibians, reptiles, and invertebrates typically found in urban green spaces. In addition, all of these

features are adjacent to or ultimately drain into Lake Washington, a water body which contains Endangered Species Act-listed fish. However, none of these features, aside from the Lake Washington shoreline itself, contain listed fish. Therefore, from an ESA perspective, the most valuable function of these features to be preserved and enhanced is water quality treatment and storage, and groundwater recharge. Other possible functions include passive recreation and environmental education.

GOALS

- NE-G1 To achieve a well-balanced relationship between the built and natural environments utilizing guidance derived from best available science.
- NE-G2 To prioritize stormwater management, point and non-point pollutant discharge reduction, and erosion control methodologies to reduce short-term and long-term water quality impacts.
- NE-G3 To promote community-wide stewardship of the natural environment for future generations through protection, preservation/conservation, and enhancement of those natural environment features which are most sensitive to human activities and which are critical to fish and wildlife survival and proliferation.

POLICIES

- NE-P1 The City shall maintain and update critical areas regulations as required by the GMA, and utilizing the best available science.
- NE-P2 The City shall preserve and should enhance where possible the functions and values of Medina's

critical areas in a manner consistent with best available science.

- NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Steering Committee on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.
- NE-P4 No net loss of wetlands functions, values, and acreage should result from development.
- NE-P5 The City shall work to protect, preserve and, where possible, enhance water quality in Lake Washington and Medina Creek.
- NE-P6 The City shall develop a mitigation incentives program that promotes improved water quality. Incentives should be monitored to determine effectiveness.
- NE-P7 The City shall work to preserve stream corridors wide enough to maintain and enhance existing stream and habitat functions in all development proposals by use of native growth protection easements or other appropriate mechanisms.
- NE-P8 The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan that addresses, among other things, management of SR 520 stormwater run-off.
- NE-P9 The City shall prohibit the introduction of invasive plant species and encourage enhancement of native plant communities in natural areas, which include, but are not limited

to, fish and wildlife habitat conservation areas and their buffers.

NE-P10 The City should encourage and educate residents on development and land use practices that minimize impacts on the natural environment, with emphasis on anadromous fisheries.

2.1 SHORELINE MANAGEMENT SUB-ELEMENT

INTRODUCTION

The Washington State Legislature passed into law the Shoreline Management Act (SMA) in 1971 with the paramount objectives to protect and restore the valuable natural resources that shorelines represent and to plan for and foster all "reasonable and appropriate uses" that are dependent upon a waterfront location or which will offer the opportunities for the public to enjoy the state's shorelines.

Administration of the SMA is a cooperative effort balancing local and state-wide interests in the management and development of shoreline areas by requiring local governments to plan (via shoreline master programs) and regulate (via permits) shoreline development. The master program is essentially a shoreline comprehensive plan with a distinct environmental orientation applicable to shoreline areas and customized to local circumstances. Collectively, the local master programs comprise the State Shoreline Master Program. Under the law, each city and county in Washington State is responsible for the following:

1. Administration of a shoreline permit system for proposed substantial development and uses within shoreline jurisdiction.
2. Development of an inventory of natural characteristics and land use patterns along those designated water bodies.
3. Preparation of a shoreline master program to manage the uses and activities on local shorelines.

Medina originally adopted a Shoreline Management Master Program in 1974. The Program was last updated in 1991.

A draft Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan was released November 8, 2004. Following finalization, Medina will evaluate the approved WRIA 8 study or other cooperative programs for possible incorporation into its Shoreline Management Master Program.

GOALS AND POLICIES

The City's Shoreline Management Master Program provides goals and policies involving the protection of, and appropriate uses for, the shoreline. Engrossed Substitute House Bill 1724, passed by State Legislature, states that such goals and policies approved under Chapter 90.58 RCW shall be considered an element of the county or city's comprehensive plan. All other portions of the shoreline master program for a county or city adopted under Chapter 90.58 RCW, including use regulations, shall be considered a part of the county or city's development regulations. The City's Shoreline Management Master Program is available for review at City Hall, and the goals and policies contained therein are incorporated here by reference

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3. COMMUNITY DESIGN ELEMENT

INTRODUCTION

King County countywide planning policies (CPP) direct jurisdictions to encourage growth that improves local neighborhoods and landscapes, and builds a strong sense of place.

The quality of Medina's neighborhood development is distinct and enhanced by a combination of natural and built features, including:

- proximity of the lake shore,
- views,
- narrow streets with extensive mature landscaping, and
- large tracts of public and private open space which can be seen from residential lots and City streets.

Trees and vegetation help reduce the impact of development, by providing significant aesthetic and environmental benefits. Trees and other forms of landscaping improve air quality, water quality, and soil stability. They provide limited wildlife habitat and reduce stress associated with urban life by providing visual and noise barriers between the City's streets and private property and between neighboring properties. They also have great aesthetic value and significant landscaping, including mature trees, is always associated with well-designed communities.

It is important that citizens be sensitive to the impact that altering or placing trees may have on neighboring properties. Trees can disrupt existing and potential views and access to sun. Residents are urged to consult with the City and with their neighbors on both removal and replacement of trees and tree groupings. This will help to protect views and to prevent potential problems (e.g.,

removal of an important tree or planting a living fence). Clear cutting should not be permitted on a property prior to development.

Medina Landscape Plan

The Medina Landscape Plan lists landscaping alternatives to perpetuate the informal, natural appearance of Medina's street rights-of-way, public areas, and the adjacent portions of private property. The Landscape Plan provides the overall framework for the improvement goals and should be reviewed periodically and updated where appropriate. This plan should be used to create landscaping arrangements, which meet the following goals:

- provide a diversity of plant species;
- screen development from City streets and from neighboring properties;
- respect the scale and nature of plantings in the immediate vicinity;
- recognize restrictions imposed by overhead wires, sidewalks, and street intersections;
- recognize "historical" view corridors; and
- maintain the City's informal, natural appearance.

The Medina Landscape Plan consists of three items:

1. A map diagramming the Landscape Plan for streets and neighborhoods (Figure 3).
2. A chart, "Key to Medina Landscape Plan," which relates the street and neighborhood designations to appropriate trees, shrubs, and groundcover (Figure 4).
3. A Preferred Landscaping Species List (separate document).

That portion of the City's highly visible street (formally designated as arterials) right-of-way not utilized for the paved roadway, driveways, and sidewalks is to be landscaped as specified in the Medina Landscape Plan, using species from the Preferred Landscaping Species List. This list has been developed to provide a selection of landscape alternatives applicable to the various City streets and neighborhoods, as indicated on the Landscape Plan. Property owners are encouraged to use the list when selecting landscaping for other areas of their properties.

The City's design objective is to maintain the City's natural, low-density, and informal appearance. The City's arterial street rights-of-way should be heavily landscaped with predominantly native trees and shrubs arranged in an informal manner. Fences should be screened with vegetation so they are not generally visible from the street. The historic landscaping along the perimeter of the golf course should be retained and/or replaced with suitable trees.

In addition, special design and landscaping consideration should be given to the five entry points to the City. Standards recommended by the Parks Board should be considered. The five entry points are:

- SR 520 off-ramp at 84th Avenue NE,
- NE 24th Street at 84th Avenue NE,
- NE 12th Street at 84th Avenue NE,
- NE 10th Street at Lake Washington Boulevard, and
- Overlake Drive East at the City limits.

Street Design and Treatment

The design and treatment of Medina's streets is a major element in the City's appearance. The character and quality of the landscaping of these streets are extremely important in maintaining the City's natural,

informal character. Over-development of these streets could result in the significant loss of trees and other vegetation, compromise pedestrian safety and enjoyment, and add visual "clutter" to Medina's neighborhoods.

Vehicular Surfaces and Parking

All collector streets should be maintained as narrow, two-lane roadways except for 84th Avenue NE (from NE 12th Street to the SR-520 bridge/interchange), which requires additional lanes for turning at intersections. Along collectors, parking is discouraged and the rights-of-way should not be improved for parking except in designated areas. Street rights-of-way in neighborhood areas and private lanes have historically been used to supplement on-site parking. Where practicable, these uses should be minimized and new construction and major remodeling should make provisions for the on-site parking of cars. All parking for recreational vehicles and boats should be screened from the public right-of-way, and parking in front yard setbacks should be minimized and screened. The number and width of driveways and private lanes accessing arterial streets should be minimized to reduce potential traffic conflicts and to retain the continuity of landscape.

Street Landscaping

Planting strips between a sidewalk and the street should be planted with trees and shrubs from the City's Preferred Landscaping Species List. Grass within street rights-of-way should be limited to those areas noted on the Medina Landscape Plan. Rocks and other barriers shall not be placed within the planting strip. In historical view corridors, view preservation should be maintained by the selection of appropriate species, and periodic trimming and limb removal of such species. Views which are framed by vegetation or interrupted periodically by trees located along property

lines are preferable and more consistent with the City's character than views maintained by clear cutting or topping. If the desire is to preserve or augment views, limb removal and pruning should be employed rather than topping. Consideration should also be given to the removal of taller trees and replacement with shorter species (see Preferred Landscaping Species List) rather than repeated topping.

A number of existing streets have drainage ditches adjacent to the roadway. As adjacent properties are developed, or redeveloped, and/or as street improvements are made, the City may require these drainage ways to be placed in pipes and filled, or otherwise improved, and landscaped to City standards. Any resulting area should be landscaped to screen properties from the street. Where natural drainage courses exist, provision should be made to preserve adjacent natural vegetation. The impact of SR-520 on adjacent public and residential properties should also be minimized by landscaping the highway corridor, including the Park & Ride lot, in a manner consistent with the Medina Landscape Plan. Additionally, such landscaping that may impair the visibility of pedestrians, cyclists, and/or vehicles should be discouraged.

Public Spaces

The City's large open spaces, Fairweather Nature Preserve, Medina Park, and the Overlake Golf & Country Club, are defining elements of Medina's community character. Medina Beach Park, the two schools, and St. Thomas Church and School also contribute to the City's neighborhood character.

The distinctive landscaping along the perimeter of the golf course is an important visual feature long identified with Medina. In particular, the long stand of poplars along 84th Avenue NE has become a historic visual landmark and is the first thing one sees when

entering the City. It is the intent of the City to maintain this landmark. As the existing poplars reach the end of their useful life they will need to be replaced with a species that is visually similar, since poplars are not on the Preferred Landscaping Species List. The City is working with the Country Club to secure a landscaping plan that maintains the integrity of this historic visual feature.

Fairweather Nature Preserve and Medina Park both have a significant area that has been left in a natural state. Fairweather Nature Preserve has a dense stand of trees and understory, and Medina Park has a large wetland. Non-native landscaping has been minimized in both parks, with the exception of a landscaped portion of Medina Park at the corner of NE 12th Street and 82nd Avenue NE. The natural areas of these parks should be left undisturbed. If some maintenance activity is required due to severe winds or other destructive forces, these areas should be restored with native species. Landscaping in other areas of these parks should be consistent with the overall natural setting found in the parks.

City Hall and Medina Beach Park are located on the site of the former ferry terminal that connected Medina with Seattle. Landscaping in the park has been primarily hedges along the parking area and north property line and maintenance of a number of shade trees. These grounds are used extensively by City residents during the summer months, so landscaping must leave much of the park open. A long-term landscaping and maintenance plan should be developed to maintain this historic site in a manner that is consistent with and enhances public use.

GOALS

CD-G1 To retain Medina's distinctive and informal neighborhood development pattern.

CD-G2 To maintain the informal, natural appearance of the Medina's street rights-of-way and public areas.

POLICIES

CD-P1 The City shall maintain and implement the Street Design Standards and the Landscaping Plan, including landscaping of arterial street rights-of-way.

CD-P2 The City should refine and update the Street Design Standards and Landscaping Plan as needed based on community input.

CD-P3 The City's design objective is to maintain the City's natural, low-density, and informal appearance. Medina's highly visible streets as identified in the Landscaping Plan should be heavily landscaped with native trees and shrubs arranged in an informal manner. Fences should be screened with vegetation so they are not generally visible from the street. The historic landscaping

along the perimeter of the golf course is an iconic part of Medina's character and should be retained and/or replaced in the future with an appropriate selection of trees. Equally as important with this perimeter area is maintaining view corridors into the golf course which contributes a sense of added open space in the heart of the community.

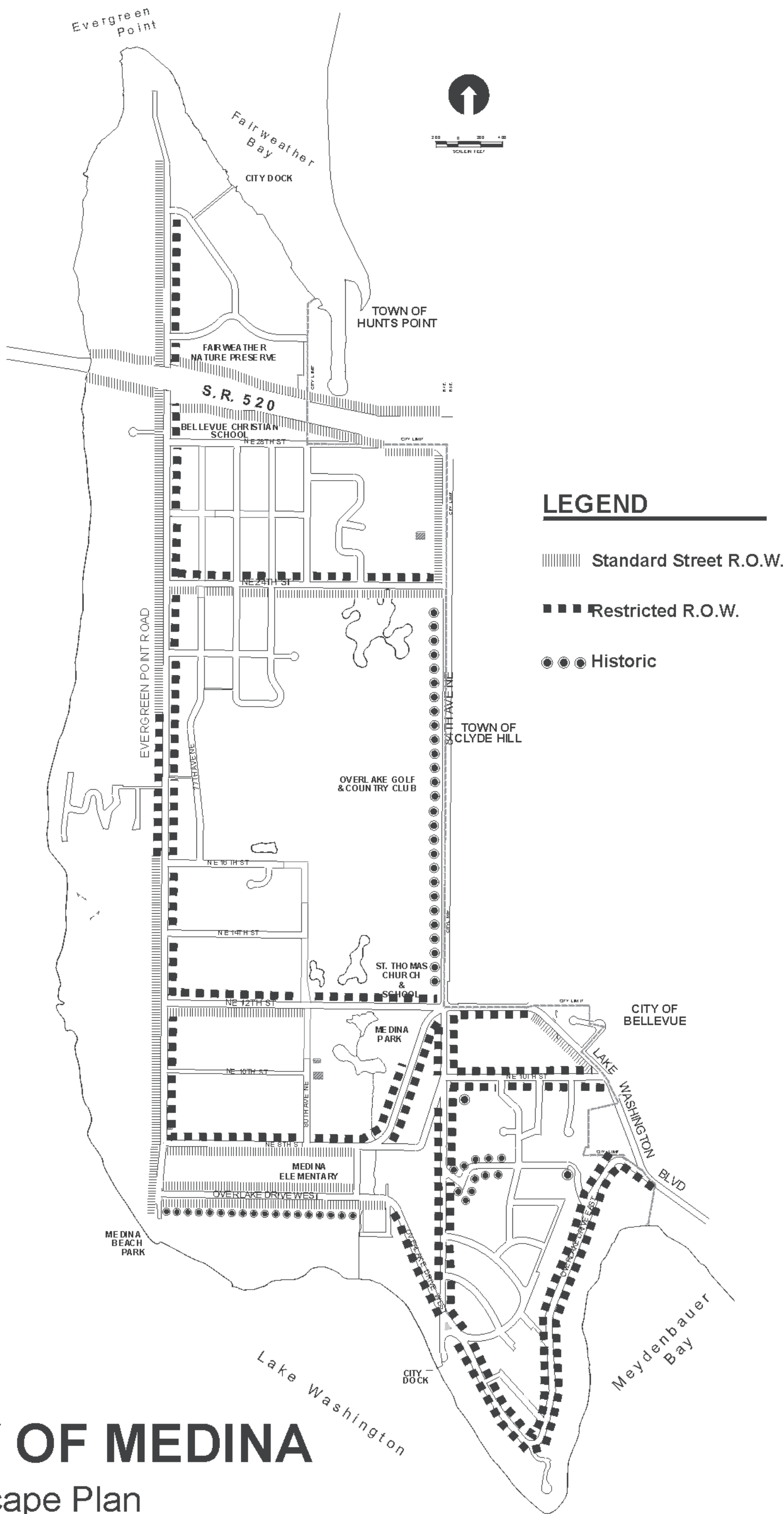
CD-P4 Special design and landscaping consideration should be given to the entry points to the City.

CD-P5 Residents are urged to consult with the City and with their neighbors on both removal and replacement of trees and tree groupings to help to protect views and to prevent potential problems (e.g., removal of an important tree or planting a living fence).

CD-P6 Clear cutting should not be permitted on property prior to development.

CITY OF MEDINA

Landscape Plan



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Key to Medina Landscape Plan

SYMBOL	SITUATION	TREES	SHRUBS	GROUND COVER
ARTERIAL RIGHTS-OF-WAY AND 15' OF FRONT YARD				
	Standard ROW	List A	List C1	List C2
	- 15' of front yard	List A	List C1	NA
● ● ● ● ● ● ● ●	Restricted ROW (due to wires, views, etc.)	List B	List C1	List C2
	- 15' of front yard	List A	List C1	NA
HISTORIC/SPECIAL/PUBLIC USES				
◎ ◎ ◎ ◎ ◎	Golf Course - 84th Avenue NE	Maintain Historic Hawthorn/ Poplars	List C1	List C2
	Designated Sites/Areas - 7th Street, Original Maples - Corner 84th & 10th, Giant Double Sequoia - Overlake South side between Evergreen Point & 82nd	Retain, restore with improved species. Obtain easement to retain. Obtain easement over 15' of front yard to retain trees.		
[- - - -]	Public Uses Medina Park City Hall & Park Fairweather Nature Preserve St. Thomas Church and School Medina School Three Points School Overlake Golf Course	Develop Landscape Master Plans and/or Present Landscape Plans with Special/Conditional Use permits or Variances.		

"List" references are to the City's Preferred Landscaping Species List.

Figure 4. Key to Medina Landscape Plan

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4. HOUSING ELEMENT

INTRODUCTION

The Growth Management Act (GMA) requires a housing element that ensures the vitality and character of established neighborhoods. This element includes:

1. An inventory and analysis of existing and projected housing needs;
2. A statement of goals, policies and objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences;
3. Identification of sufficient land for housing, including, but not limited to, government assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and
4. Adequate provisions for existing and projected needs of all economic segments of the community.

In addition, King County countywide planning policies (CPP) require that each jurisdiction take actions that will collectively meet the expected growth in, and make housing available to, all economic segments of the county population. Medina's ability to participate at this level is limited by a lack of available and suitable building sites and the realities of the real estate market.

EXISTING CONDITIONS

While Medina is an incorporated city, its character and function are more like that of a mature residential neighborhood within a larger community. According to the 2000 U.S. Census of Population and Housing, there are 1,160 total households in the City. Households are in the form of detached

single-family units on individual lots. There are no multiple-family structures and current zoning does not allow such development. Medina is an established residential community that abuts single-family residential areas of Hunts Point, Clyde Hill, and Bellevue. Medina maintains a high percentage of owner-occupied units (91.7%) and a healthy vacancy rate (4.6%). Medina's development pattern is consistent with that of neighboring communities.

Table 2. Medina Housing Statistics (per the 2000 U.S. Census)

Households	1,160
Persons per household	2.71
Vacant households	54 (4.6%)
Occupied households	
- Owner occupied	1,019 (91.7%)
- Renter occupied	92 (8.3%)

PROJECTED HOUSING NEEDS

Medina is expected to accommodate 31 additional households by the year 2022 (see population forecasts in the land use element).

HOUSING PLAN

Medina has several mechanisms to assist in the provision of affordable housing. These are as follows:

- Adult Family Homes are permitted within existing households as a home occupation. This provides housing opportunities for a segment of the population that often has difficulty obtaining reasonably priced, quality housing.
- Current regulations allow domestic employees to reside in separate units on the properties where they work.

- Additional detached units are allowed to be constructed on properties where there is sufficient lot size to meet the underlying, minimum zoning.
- Accessory dwelling units are permitted in all residential zoning districts subject to the requirements of the Medina Municipal Code.
- The City makes contributions to ARCH (A Regional Coalition for Housing), an eastside housing agency, and Habitat for Humanity to support regional affordable housing.

Beyond these mechanisms, the City may actively explore other reasonable means to address affordable housing issues. One consideration is to broaden the definition of accessory dwelling units to allow them to be built as separate structures on the same lot, but subject to other existing requirements. This would allow a measure of affordability without significantly changing the City's character, provided that other existing requirements of Chapter 17.50, MMC are met.

GOALS

- H-G1 The City shall preserve and foster housing development consistent with Medina's high-quality residential setting.
- H-G2 The City shall explore affordable housing opportunities.

POLICIES

- H-P1 The City shall minimize changes to existing zoning designations except as to meet above goals when deemed necessary by citizens.
- H-P2 The City shall consider ways to restrict the size of homes in order

to retain the character of the community.

- H-P3 The City shall seek to maintain the informal single family character of its neighborhoods, including preventing the intrusion of non-residential activities.
- H-P4 When a home is constructed such that it may potentially have no feasible resale market as a single family residence, the owners should be aware that this would not set the stage for a future conversion to a nonresidential use.
- H-P5 The City should work with cities and community representatives on countywide or subregional funding sources for housing development, preservation, and related services.
- H-P6 The City should continue participation in inter-jurisdictional organizations to assist in the provision of affordable housing on the Eastside.
- H-P7 The City shall continue to make contributions to agencies that support affordable housing.
- H-P8 The City shall explore additional affordable housing options that are compatible with the City's high-quality residential setting.
- H-P9 The City shall not discriminate between a residential structure occupied by persons with handicaps and a similar residential structure occupied by a family or other unrelated individuals.
- H-P10 The City shall assure that zoning does not unduly restrict group homes or other housing options for persons with special needs by making reasonable accommodations in its rules,

policies, practices, and services, when such accommodations may be necessary, to afford persons with disabilities equal opportunity to use or enjoy a dwelling.

- H-P11 The City shall permit group living situations that meet the definition of “family status”, including where residents receive such supportive services as counseling, foster care, or medical supervision, within a single family house.
- H-P12 To reduce the loss of households, the City should discourage lot aggregation that impacts the scale and character of the neighborhood.

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5. TRANSPORTATION & CIRCULATION ELEMENT

INTRODUCTION

The Growth Management Act (GMA) requires jurisdictions to demonstrate the availability of transportation facilities needed to accommodate the growth in traffic over the next twenty years. King County countywide planning policies (CPP) direct jurisdictions to develop a balanced transportation system as well as coordinated financing strategies and a land use plan to implement regional mobility and reinforce the countywide vision. Since Medina is landlocked and expects minimal population growth in the foreseeable future, transportation issues are largely concerned with the maintenance and function of the existing street system and the impacts to this system from decisions made by larger land uses within as well as outside of the City.

EXISTING CONDITIONS

Medina's street pattern has developed as an extension of the original City plat, which was laid out as a basic grid. The exception to this pattern is the Medina Heights neighborhood, which has been subdivided such that the streets are more curvilinear and tend to follow the prevailing topography. Nearly all streets in Medina are two lanes with one lane in each direction, with one exception. Provisions for cyclists and pedestrians are made on some collector streets. Regionally oriented transportation facilities consist of a state highway (SR 520), a (WSDOT) maintenance facility and a Park & Ride lot. SR 520 passes through Medina and connects the eastside communities with Seattle via the Evergreen Point Floating Bridge. There is an east-bound off-ramp exiting SR 520 at the north end of 84th Avenue NE along with a

west bound on-ramp. A small WSDOT facility left over from the former toll plaza is located within the SR 520 right-of-way adjacent to the north side of Bellevue Christian School. A Park & Ride lot is maintained next to the WSDOT facility, and is accessed from Evergreen Point Road. From this Park & Ride lot there is pedestrian access to two public transit stops located on either side of the SR 520 roadway.

Issues relevant to transportation in Medina primarily concern road surface maintenance, storm drainage, and sidewalks. Traffic volumes are expected to remain relatively constant considering Medina is fully developed and no substantive population increases are expected. There are no current plans or needs for new road construction.

Regional Transportation Facilities

At present, the SR 520 corridor has significant adverse impacts on the surrounding residential uses and public facilities (e.g., Fairweather Nature Preserve and the Bellevue Christian Elementary School). These impacts include excessive noise, water and air pollution, and the unsightly appearance of the SR 520 corridor and the Park & Ride lot, which is unscreened. During periods of heavy rain, unfiltered drainage from the roadway produces an oil sheen on Fairweather Bay. In hearings before the City Council and Planning Commission, the public has frequently asked that efforts be made to reduce the many impacts of the SR 520 corridor on the adjacent single-family residential neighborhoods and public facilities.

It is anticipated that the continued growth of the entire eastside will place increasing

pressure on the SR 520 corridor. In 1998, WSDOT initiated the Trans-Lake Washington Study to find ways to improve mobility for people and goods on SR 520, while minimizing negative impacts to the environment and surrounding neighborhoods. WSDOT is continuing to study two build alternatives for replacing the Evergreen Point Bridge as well as a no-build alternative.

Modifications or replacement to SR-520 could have very significant impacts on the adjacent residential and public uses within Medina, both during the construction process and after completion. Unless effectively mitigated, the construction activity and modifications to the corridor will increase air, noise and water pollution; increase light and glare; remove significant vegetation; increase the separation of neighborhoods within the City; adversely impact the shoreline, sensitive areas and wildlife habitat; and reduce the City's recreation resources.

Street Classification

Streets in Medina are classified on a three-tiered hierarchy developed by the Federal Highway Administration. The hierarchy reflects their functional characteristics (See Figure #5). They are described below in descending order.

Minor Arterial - Interconnects and augments the Urban Principal Arterial system providing service to trips of moderate length at a somewhat lower level of travel mobility than a Principal Arterial. Distributes travel to geographic areas smaller than those identified with the higher system(s). Contains facilities which place more emphasis on land access than the higher systems(s) and offer a lower level of traffic mobility. Such facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods.

Provides urban connections to rural collector roads. The spacing of Minor Arterial streets may vary from 1/8 to 1/2 mile in the central business district and 2 to 3 miles in the suburban fringes. The only street in this category is 84th Avenue NE between NE 12th Street and NE 28th Street. This street is utilized by Clyde Hill, Medina, and Bellevue residents to access SR 520 and as a route into downtown Bellevue.

Collector - Provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. Differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. The Collector also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. This category includes the following streets:

- Evergreen Point Road between Overlake Drive West and 78th Place NE,
- Overlake Drive between Evergreen Point Road and Lake Washington Boulevard.
- NE 12th Street between Evergreen Point Road and Lake Washington Boulevard,
- NE 24th Street between Evergreen Point Road and 84th Avenue NE, and
- Lake Washington Boulevard between NE 12th Street and the Medina city limit near 851 Lake Washington Boulevard.

Local Access - The local street system comprises all facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Service to through traffic movement usually is deliberately discouraged. This category includes all

those City of Medina streets that do not fall into the previous two categories.

Level of Service

Level of service (LOS) is generally defined as the ability of a roadway or intersection to carry the volume of traffic. LOS is typically measured using a six-tiered rating system that can be found in the *Highway Capacity Manual*. Its use provides a level of consistency between adjacent communities and the County.

At one end of the scale is an LOS of 'A,' where motorists experience a high level of freedom of operation and there is seldom more than one vehicle waiting at an intersection. The low end of the scale is an LOS of 'F,' which represents a forced flow of traffic and indicates a failure of the roadway or intersection to accommodate traffic volumes. The LOS ratings between 'A' and 'F' represent increasing degrees of traffic volumes relative to roadway configuration and waiting times at intersections. LOS ratings of 'D' and above indicate that there is reserve capacity on a roadway or at an intersection. For purposes of this Plan, the City adopts an LOS rating of 'C' for its arterials and an LOS rating of 'D' for intersections.

Adjacent cities employ criteria nearly identical to Medina's for LOS standards.

Medina residents currently enjoy relatively little traffic on internal streets due to the City's location, configuration, and land use mix. There are no east-west streets that offer through-routes for regional traffic except for SR 520, but since there is direct connection off of SR 520 to the internal street grid there are no substantive impacts on neighborhood streets from motorists seeking alternative routes.

The average weekday traffic volumes for the four most traveled streets in Medina are estimated based on the *Institute of Traffic Engineers Trip Generation Tables* since there are no traffic counts on record for internal City streets. They are as follows (Table 3):

Table 3. Average Weekday Traffic Volumes.

	Average Weekday (vehicles/day)	PM Peak Hour (vehicles/hour)
Evergreen Pt Rd	2000	210
NE 24 th St	3500	365
NE 12 th St	2400	250
84 th Ave NE	6000	630

Major trip generators in Medina include the Overlake Golf & Country Club, Medina Elementary School, Bellevue Christian School, St. Thomas School, the Wells-Medina Nursery, and traffic related to personal services or special events for, and at, individual residences. Funerals, weddings, and church functions at the St. Thomas Church, located on the corner of NE 12th Street and 84th Avenue NE, affect the entire area within a radius of about three blocks. These occur during the regular work week and on weekends. Traffic associated with St. Thomas impacts the functioning of the adjacent intersection as motorists tend to queue up just past the intersection as they access the parking/pick-up area at St. Thomas Church and then make left turns out of this area to once again pass through the intersection. This contributes to congestion at this intersection during peak travel hours.

Many parents transport their children to and from the Medina Elementary and Bellevue Christian Schools and use neighborhood streets for access. Residents of the neighborhood just south of Bellevue Christian School have expressed concern over the number of vehicles that are using neighborhood streets to access the school.

Other than construction-related trips, Overlake Golf & Country Club accounts for the largest number of trips originating outside of the City. Traffic volumes fluctuate seasonally, between weekdays and weekends, and with Club-sponsored special events. The entrance to the Country Club is at the end of NE 16th Street off of Evergreen Point Road. It has been estimated that the Country Club accounts for 12% to 16% of the average daily traffic on Evergreen Point Road depending on the season.

Because the City is fully developed, it is unlikely that there will be a substantial increase in traffic on internal city streets due to additional residential development. While the Country Club's membership is expected to increase by 10%, the absolute numbers of vehicles associated with this increase should not be significant.

The traffic along 84th Avenue NE between NE 12th Street and SR 520 is likely to increase during peak hours, special events, or bad weather due to increases in some regional traffic using this route as a connection between SR 520 and downtown Bellevue. This may cause increased delays at the intersections at NE 12th Street, NE 24th Street, and Points Drive (SR 520 access).

There have been several “mega-homes” built in Medina over the last 15 years. These have increased traffic during construction and upon completion. There has been a tendency for these homes to require increased personnel for the daily operations of the residences, and security requires numerous personnel to access the property. Parties, outdoor art displays, and other functions are regular occurrences. This creates temporary increases in traffic flow on Medina’s neighborhood and arterial streets.

Public Transit There are two METRO bus routes that provide direct service to City

residents via 84th Avenue NE (routes 261 and 271). Figure 5 shows the location of the transit stops. The two routes operating on 84th Avenue NE provide direct access to downtown Seattle, the University District, and downtown Bellevue. A 52-space METRO Park & Ride at the St. Thomas Episcopal Church (84th Avenue NE and NE 12th Street) serves both routes.

Also, the Evergreen Point Station and Park & Ride adjacent to Evergreen Point Road and SR 520 provide direct access to over 20 bus routes, including four Sound Transit routes and one Snohomish County Community Transit Route. The Park & Ride, located on the south side of SR 520, includes parking for approximately 45 vehicles. Both the east-bound and west-bound stops are accessible from Evergreen Point Road by pedestrian pathways.

METRO has developed level of service (LOS) guidelines for urban centers, manufacturing centers, activity areas, and residential areas using CPP definitions of urban centers and manufacturing/industrial centers. In general, the higher the density, the more demand for public transportation service. Medina falls under the categories ranging from low to high urban densities per METRO LOS standards. Standards for high to medium urban density areas (4,500 to 7,500 people/square mile) call for transit stops within one-half mile of all residences and service at no less than 30-minute intervals between 6 am and 11 pm. With transit service on 84th Avenue NE and at Evergreen Point Station, all but the southwestern shoreline portions of Medina meet this standard. Standards for low to medium urban density areas call for 30-minute or better transit service from a Park & Ride facility within 5 miles of all residences. Medina meets this requirement.

Pedestrians and Bicycles

A pedestrian walkway system should be designed to provide residents with safe and convenient access to public facilities, services, and recreational amenities. This includes getting children safely to and from schools and parks and providing good pedestrian access to transit uses at the Evergreen Point Station and along the 84th Avenue NE/NE 12th Street/Lake Washington Boulevard corridor.

Since Medina was platted with large lots and developed at a slow, incremental pace, most streets were constructed without curb, gutter or sidewalks. Although residents have embraced the informal, natural setting that these streets provide, key streets have been retrofitted with sidewalks and pathways as more homes have been built and school enrollments have increased.

Sidewalks have been installed along portions of Evergreen Point Road, 77th Avenue NE, 79th Avenue NE, 81st Avenue NE, Overlake Drive West, NE 10th Street, NE 12th Street, NE 16th Street, NE 21st Street, NE 24th Street, Lake Washington Boulevard, and 84th Avenue NE (see Figure 6). On all other streets, pedestrians must walk in the street or on the street shoulder.

Medina, Clyde Hill, Hunts Point, and Yarrow Point have created a walking path, referred to as the Points Loop Trail. It utilizes the asphalt-paved path that is adjacent to the SR 520 roadway, and meanders through Medina and Clyde Hill (see Figure 6 for route through Medina). This trail has scenic and recreational attributes that, it is hoped, will be enhanced as time goes by. A key link in this route is the “Indian Trail” that occupies the unopened portions of 77th Avenue NE. Future efforts to enhance connectivity between the Points Loop Trail and other regional trails should be encouraged.

Popular City cycling routes include Lake Washington Boulevard, 84th Avenue NE, Overlake Drives East and West, NE 12th Street, Evergreen Point Road, NE 24th Street, and the SR 520 pathway due to their regional connectivity and scenic qualities. Of these streets, only 84th Avenue NE features bike lanes. NE 24th Street features striped wide curb lanes that function somewhat as bicycle lanes, but are not officially designated as such since they are less than the standard bicycle lane width of 5 feet. Cyclists share the road with vehicles (and sometimes pedestrians) on Lake Washington Boulevard, Overlake Drives East and West, NE 12th Street, and Evergreen Point Road. Lake Washington Boulevard and portions of Evergreen Point Road contain relatively wide shoulders and little or no on-street parking, making these roads safer for cycling.

Cyclists share the roadway with vehicles on all other streets. Most of these streets have minimal traffic and low travel speeds making them relatively safe for cyclists.

Nearby Air Facilities

Nearby Seattle-Tacoma International Airport provides air transportation for Medina residents.

Puget Sound Air Quality Attainment Zone

The City of Medina is located within the Puget Sound Air Quality Attainment Zone specified in the Washington State Clean Air Conformity Act. This Act is intended to implement the goals and requirements of the Federal Clean Air Act Amendments. Medina is committed to participating in the regional efforts to attain reduction in the criteria pollutants specified in the Act.

TRANSPORTATION AND CIRCULATION PLAN

Consistent with the Growth Management Act (GMA) and King County countywide planning policies (CPP), Medina's transportation plan strives for a balanced transportation system coordinated with the land use plan. Since Medina is landlocked and expects minimal population growth in the foreseeable future, the transportation plan largely concerns maintenance and function of the existing street system. The current Six-Year Capital Improvement Plan (see Appendix B) includes the Transportation Improvement Plan and identifies a list of projects the City will undertake to improve selected roadways. The improvements involve a combination of surface improvements, sidewalks, and storm drainage improvements. Subsequent improvements to Medina's streets should continue to focus on maintenance, storm drainage improvements (see Figure 6), and pedestrian improvements (see Non-Motorized Facilities below and Figure 6 for proposed improvements). All proposed improvements should incorporate recommendations in the City's Landscape Plan and the Community Design Inventory.

Regional Facilities

The City should continue discussions and coordination involving the Trans-Lake Washington Study. The objective of the City is to preserve property values; to mitigate, to the extent feasible, the adverse impacts that currently exist; and to prevent further degradation of the environment. Mitigation measures should include a combination of methods, including, but not limited to, sound barriers, landscaping, landscape screening, and landscaped lids. Improved access to transit and pedestrian facilities within the corridor should be provided. Access to the facilities should be improved for citizens of Medina and the Points Communities. Bicycle and pedestrian

pathways should be constructed within the margins of the right-of-way and should connect with the City and regional bicycle and pedestrian trail system.

The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles.

Public Transit

The continuation of public transportation by METRO is essential to a balanced circulation system for the City. The Evergreen Point Park & Ride is an important transit resource and should be maintained and enhanced, when possible. The City will continue to encourage transit use by prioritizing those improvements that enhance multimodal access to transit facilities. The bus routes should continue to utilize arterial streets. The location of transit stops should be periodically reviewed by the City Engineer and Planner to assure consistency with street design standards.

Non-Motorized Facilities

The City's Six-Year Transportation Improvement Program includes two non-motorized transportation improvements, including new sidewalks or pathways on:

- Evergreen Point Road north of overpass, and between 12th and 14th Streets
- NE 32nd Street
- 78th Place NE
- NE 8th Street

Several other sidewalk/trail improvements may be considered to enhance pedestrian access to schools, parks, transit, recreation and fitness, community facilities, and services:

- 80th Avenue NE from NE 8th Street to Medina Park to enhance pedestrian

access to the Medina Elementary School and Medina Park.

- 77th Avenue NE to enhance the Points Loop Trail/Indian Trail.
- NE 26th Street to enhance pedestrian access to the Bellevue Christian School, Evergreen Point Freeway Station, and Fairweather Nature Preserve.
- East side of Evergreen Point Road between SR 520 and 78th Place NE to enhance pedestrian access to the Bellevue Christian School, Evergreen Point Freeway Station, and Fairweather Nature Preserve.

Where sidewalks or trails are installed, they should be designed and landscaped in accordance with the Landscape Plan, and public input.

Signage for the Points Loop Trail will be maintained and, where appropriate, enhanced to educate the public and encourage use of the trail.

GOALS

- | | |
|------|---|
| T-G1 | To maintain existing roadway surfaces. |
| T-G2 | To enhance pedestrian and bicycle access throughout the City. |
| T-G3 | To minimize transportation-related impacts of public facilities and uses on adjacent residential uses. |
| T-G4 | To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole. |
| T-G5 | To maintain and enhance access to public transportation. |

- | | |
|------|---|
| T-G6 | To maintain and enhance the informal landscaped character of the City's public streets. |
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- | | |
|------|--|
| T-G7 | To maintain and/or improve local and regional air quality. |
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POLICIES

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| T-P1 | The City should provide street repairs as necessary to maintain safe driving and biking surfaces. |
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| T-P2 | The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities. |
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| T-P2.5 | Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety. |
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| T-P3 | The City shall seek to provide pedestrian improvements in conjunction with stormwater drainage improvements, when desirable. |
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| T-P4 | Where sidewalks, trails or pathways are installed, they shall be designed and landscaped in accordance with the Landscape Plan, and public input in order to maintain the City's natural and informal character. |
|------|--|

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|------|--|
| T-P5 | The City shall seek to maintain and enhance the Points Loop Trail within the City. |
|------|--|

- | | |
|------|--|
| T-P6 | The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. |
|------|--|

	<p>The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p>	<p>incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p>
T-P7	<p>The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.</p>	<p>T-P11 The City shall seek to maintain and enhance access to the Park & Ride lot.</p>
T-P8	<p>The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> • Noise reduction measures, • Landscaped lids and open space, • Landscaped buffers, • Protection of Fairweather Nature Park, • Enhanced motorized and non-motorized local connectivity, • Water and air quality improvements, and • Overall environmental protection. 	<p>T-P12 The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p>T-P13 The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>T-P14 The City shall consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions.</p> <p>T-P15 The City adopts the FHWA system of street classification.</p>
T-P9	<p>The City shall continue to be involved in regional transportation discussions and coordination such as the SR 520 Bridge Replacement and HOV Project.</p>	
T-P10	<p>The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing</p>	



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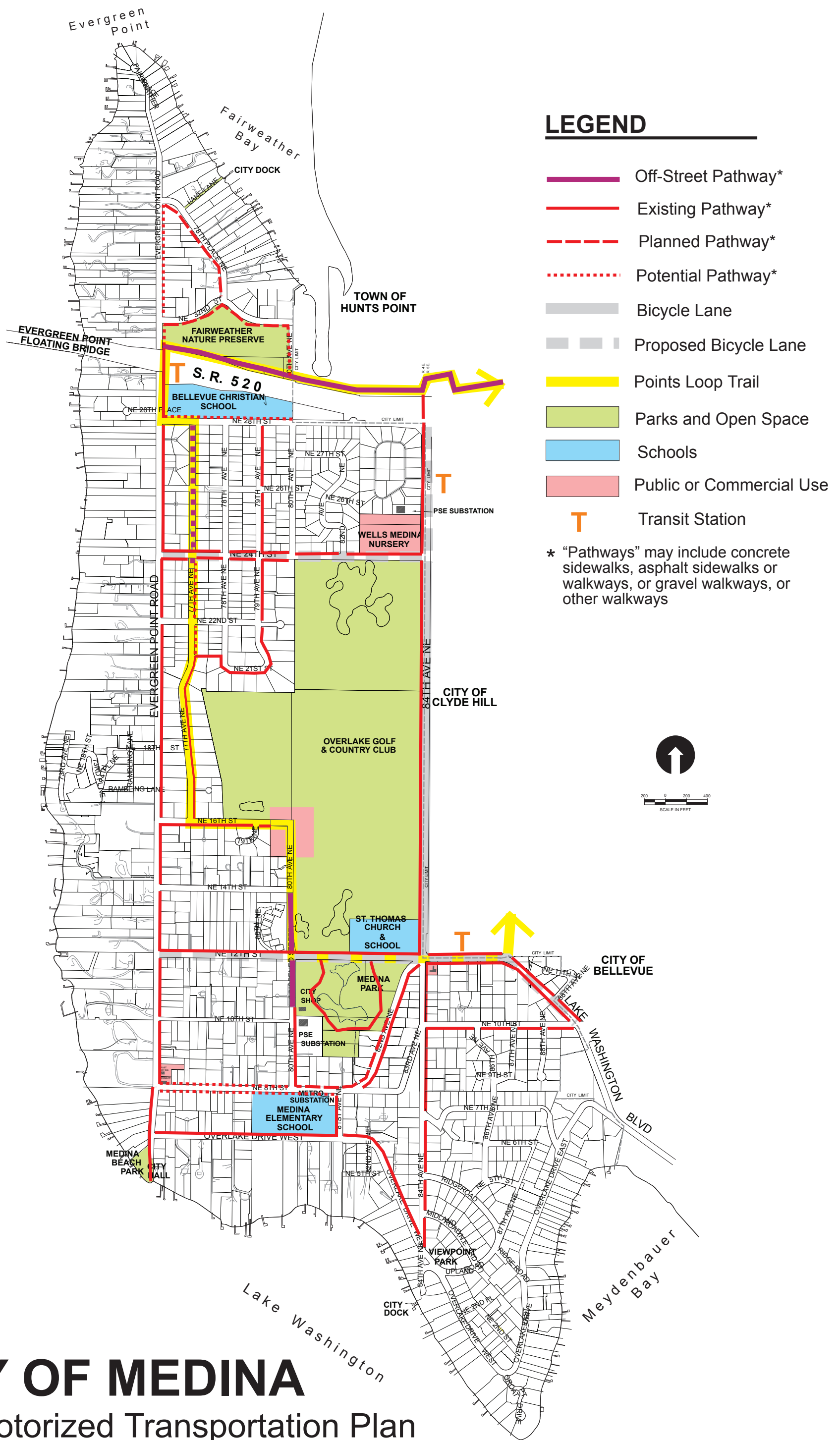


FIGURE 6: NON-MOTORIZED TRANSPORTATION PLAN

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6. PARKS AND OPEN SPACE ELEMENT

INTRODUCTION

Although the Parks and Open Space Element is not required by the Growth Management Act (GMA), the following planning goal for open space and recreation is provided in the Revised Code of Washington (36.70A.020):

“Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.”

Additionally, King County countywide planning policies (CPP) direct jurisdictions to identify and protect open spaces within their comprehensive plans.

EXISTING CONDITIONS

For its size, the City has an extensive combination of parks and other open spaces. They are dispersed through the community and readily accessible by City residents. Recognized national parks standards state that there should be 2.5 to 10 acres of neighborhood and community park space for every 1,000 residents. There are 26.7 acres of parks in Medina, which equates to nearly 9 acres of park space per 1,000 people.

Fairweather Nature Preserve is located off of Evergreen Point Road and adjacent to the north side of SR 520. The park/preserve covers approximately eleven acres and includes two tennis courts and a small open field adjacent to Evergreen Point Road. A significant portion of Fairweather Nature Preserve has been allowed to remain as forested open space.

Medina Park is located on the south side of NE 12th Street and covers fifteen acres. Facilities include one tennis court and exercise stations. There are also two ponds surrounded by a pedestrian trail and several benches. Much of the southern portion of Medina Park has been left as undeveloped wetlands and habitat.

Medina Beach Park is located on the shoreline at the south end of Evergreen Point Road. The park contains a public pier, benches, picnic facilities, and a children’s swimming beach. During summer months there is a lifeguard on duty. This park is also one of the sites of the yearly “Medina Days” celebration. Medina Beach Park is historically significant in that it was the site of the former ferry terminal that connected Medina with the Leschi neighborhood in Seattle. The ferry terminal building was restored and now houses the City’s administrative offices, council chambers, and police force.

View Point Park is a small triangle of land near the south end of 84th Avenue NE. It has a commanding view of Lake Washington, the Seattle skyline, and the Olympic Mountains. A bench is provided for enjoying the view.

The City also owns and maintains two other public piers. One is located on Fairweather Bay off of NE 78th Place, and the other is found at the south end of 84th Avenue NE near View Point Park.

Other open spaces that are accessible to the public include the two elementary schools. Both contain playfields and a variety of children’s play equipment.

PARKS AND OPEN SPACE PLAN

The City's large open spaces are the defining elements of Medina's community character. The system of open space also provides a major recreational resource for the City's residents. Existing parks and open spaces should be maintained and enhanced pursuant to Medina's population and needs. Where opportunities arise, the City should acquire properties to enhance waterfront access, retain existing views, and/or preserve important environmental resources.

GOALS

- PO-G1 To maintain and enhance Medina's parks and open spaces to meet the City's needs.
- PO-G2 To expand the total acreage of City parks and open spaces through property acquisition when such opportunities arise.

POLICIES

- PO-P1 The City shall seek to acquire additional waterfront access along the shoreline, when opportunities arise.
- PO-P2 The City shall seek to develop additional view parks at appropriate points in the City, particularly in the Medina Heights area, when opportunities arise.
- PO-P3 The City shall seek to acquire view rights to preserve the view from View Point Park, if necessary.
- PO-P4 The City should preserve easements to protect unique trees and tree groupings, which are important to the City's character.
- PO-P5 The City should work with the Overlake Golf & Country Club to

secure a landscaping plan that either maintains the long stand of poplar trees along 84th Avenue NE as a historic visual landmark or replaces them with suitable trees.

- PO-P6 The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.
- PO-P7 The City shall develop a long-term landscaping and maintenance plan to maintain the historic Medina Beach Park in a manner that is consistent with and enhances public use.

7. CAPITAL FACILITIES ELEMENT

INTRODUCTION

The Growth Management Act (GMA) requires cities to prepare a Capital Facilities Element. Capital facilities refer to those physical structures and infrastructure that are owned and operated by public entities and the associated services provided. The locations of Medina's capital facilities are shown on Figure 7.

EXISTING CONDITIONS

Administration and Public Safety

City Hall is housed in the former ferry terminal building located at the south end of Evergreen Point Road in Medina Beach Park. City Hall contains City Council chambers, City administrative offices, and the police department. There are currently 22 City staff including the police department. Public hearings for the Planning Commission, Hearing Examiner, and City Council are also held in this facility. Public restrooms are also provided in conjunction with park use. City Hall provides 5,000 square feet of space. The Public Works shop has an office of approximately 1,000 square feet. Some City functions might be contracted to outside vendors.

The City of Medina maintains its own police force, which is housed within City Hall. The Medina police force also serves the adjacent Town of Hunts Point under contract. Marine Patrol is provided by the City of Mercer Island Police Department, under contract.

Fire protection is provided under contract by the City of Bellevue. However, there is no fire station located within Medina; the

nearest station is in the adjacent City of Clyde Hill on NE 24th Street between 96th Avenue NE and 98th Avenue NE.

The City also has a maintenance shop located in the southwest corner of Medina Park adjacent to the Puget Power substation.

Schools

The Bellevue School District maintains two facilities in Medina. Medina Elementary School is located on NE 8th Street between Evergreen Point Road and 82nd Avenue NE. The current enrollment of 405 is above capacity. The school currently uses three temporary portable buildings to support increased enrollment. The other facility is the former Three Points School, which is now leased by Bellevue Christian Schools, a private school, for their elementary school campus. It is located on NE 28th Street adjacent to Evergreen Point Road and SR 520. There are 350 students attending Bellevue Christian Elementary School. They have indicated that they are at capacity.

St. Thomas School, another private school, is located at the corner of NE 12th Street and 84th Avenue NE, adjacent to St. Thomas Church. St. Thomas School recently underwent a remodel and upgrade. The school has an enrollment of 190, which is close to maximum enrollment.

(Private schools are mentioned only because they may contribute to, or reduce, the demand on public facilities.)

Water and Sewer

Water and sewer services are provided by the City of Bellevue. The Bellevue Public Works Department has estimated the water consumption and sewage flow for Medina based on 1990 per capita use information

compiled from Bellevue's water and sewage comprehensive plans. Residential water consumption in the Bellevue service area is estimated at 36,676 gallons per person per year and sewage flow amounts to 25,639 gallons per person per year. Average use for the schools for both water consumption and sewage flow averages 7,257 gallons per person per year for faculty, staff, and students. It should be noted that the golf course does not use potable water for maintaining their greens, fairways, and landscaping, but rather is allowed to pump water from Lake Washington under a “grandfathered” water use rights agreement with the State Department of Natural Resources.

METRO maintains a sewage pumping station at the corner of NE 8th Street and 82nd Avenue NE on the Medina Elementary School property in an agreement with the Bellevue School District.

Storm Drainage

Federal clean water regulations require jurisdictions to adopt and implement stormwater management plans. The City adopted its Stormwater Management Plan in 1993.

In addition, King County countywide planning policies (CPP) require all jurisdictions to identify natural drainage systems, including riparian and shoreline habitat, to be maintained and enhanced. Jurisdictions in shared basins are to coordinate regulations to manage the basins and the natural drainage system. Jurisdictions are also directed to maintain or enhance water quality through control of runoff and best management practices.

Medina operates and maintains its own storm drainage system. In recent years significant storm events have concentrated attention on deficiencies of the system. Problems related

to the system deficiencies have included standing water on roadways, flooded basements, soil erosion, and, in at least one case, slope failure causing severe property damage. Many of the inadequacies of the overall system can be attributed to poor on-site management of stormwater runoff on individual properties. Certain sections of the City-owned system have also been identified as requiring an upgrade to correct old or undersized lines and to install pollution control devices (e.g., catch basins, oil separators).

CAPITAL FACILITIES PLAN

The City will most likely continue to have water and sewer service provided by the City of Bellevue. Bellevue has indicated that they have adequate capacity to continue to service the relatively stable population in Medina.

Medina Elementary School, Bellevue Christian School, and St. Thomas School are all near or at enrollment capacity. Since voters in the Bellevue School District passed a construction levy in 2001, funding will be available to reconstruct the Medina Elementary School by 2006 on the same site pursuant to enrollment forecasts. School administrators at Bellevue Christian School have indicated there are no major expansions planned for this facility in the foreseeable future.

The City has completed a Comprehensive Stormwater Management Plan that identifies major drainage basins (see Figure 8) and addresses drainage system problems. The plan includes analysis of overall system condition and capacity, identification of a set of stormwater management techniques, a model ordinance to address development on individual properties, and a suggested capital improvement program. The majority of the capital improvements outlined in the

Comprehensive Stormwater Management Plan focus on increasing the flow capacity of a number of individual sections of the system and reconditioning some of the open ditches (see Figure 9).

Recommendations concerning the control of point sources of stormwater runoff are aimed at either providing stormwater retention/detention and/or encouraging the use of the best management practices as defined under Department of Ecology guidelines. The Comprehensive Stormwater Management Plan encourages the use of public information programs or other such educational efforts to raise the awareness of City residents concerning water quality issues and solutions.

The City's 6-year Capital Improvement Plan is listed in Appendix B.

GOALS

CF-G1 To have adequate, cost effective and efficient facilities and services for the City's needs.

POLICIES

CF-P1 The Six-Year Capital Improvement Plan shall be periodically updated to reflect the projected needs of the community.

CF-P2 The City Council may periodically evaluate the adequacy of City facilities. If there is any consideration of the development of new or the expansion of existing facilities, a full comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council.

CF-P3 The City shall continue to contract with the City of Bellevue for water and sewer services.

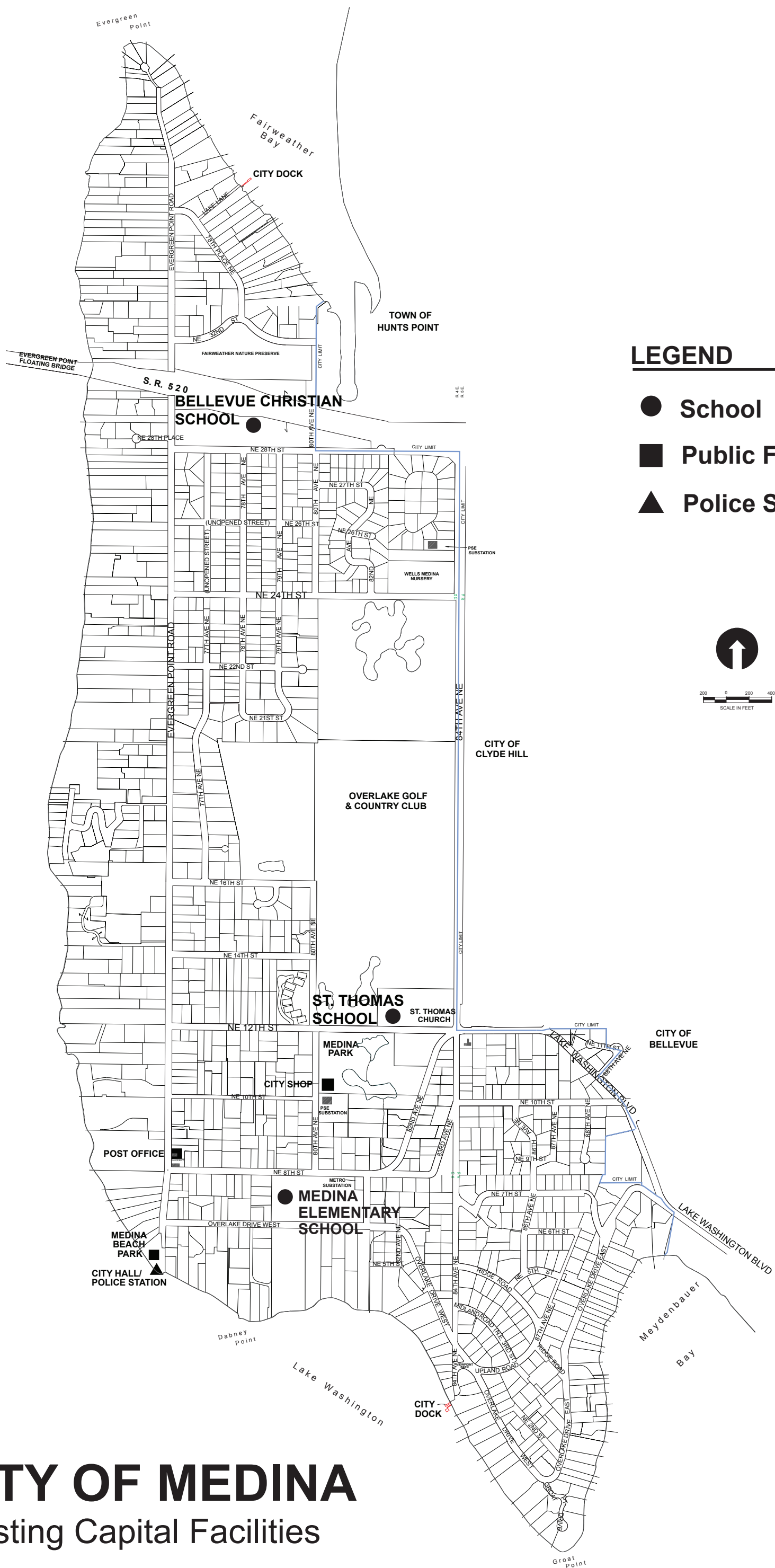
CF-P4 The City should make improvements to the stormwater system based on the Comprehensive Stormwater Management Plan, including increasing the flow capacity of a number of individual sections of the stormwater system and reconditioning some of the open ditches.

CF-P5 The City shall maintain requirements for stormwater retention/detention and/or the use of the best management practices as defined under Department of Ecology guidelines, and according to the objectives of the Puget Sound Water Quality Management Plan.

CF-P6 The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.

CF-P7 The City shall encourage the use of public information programs or other such educational efforts to raise the awareness of City residents concerning water quality and quantity issues and solutions.

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LEGEND

- School
- Public Facility
- ▲ Police Station

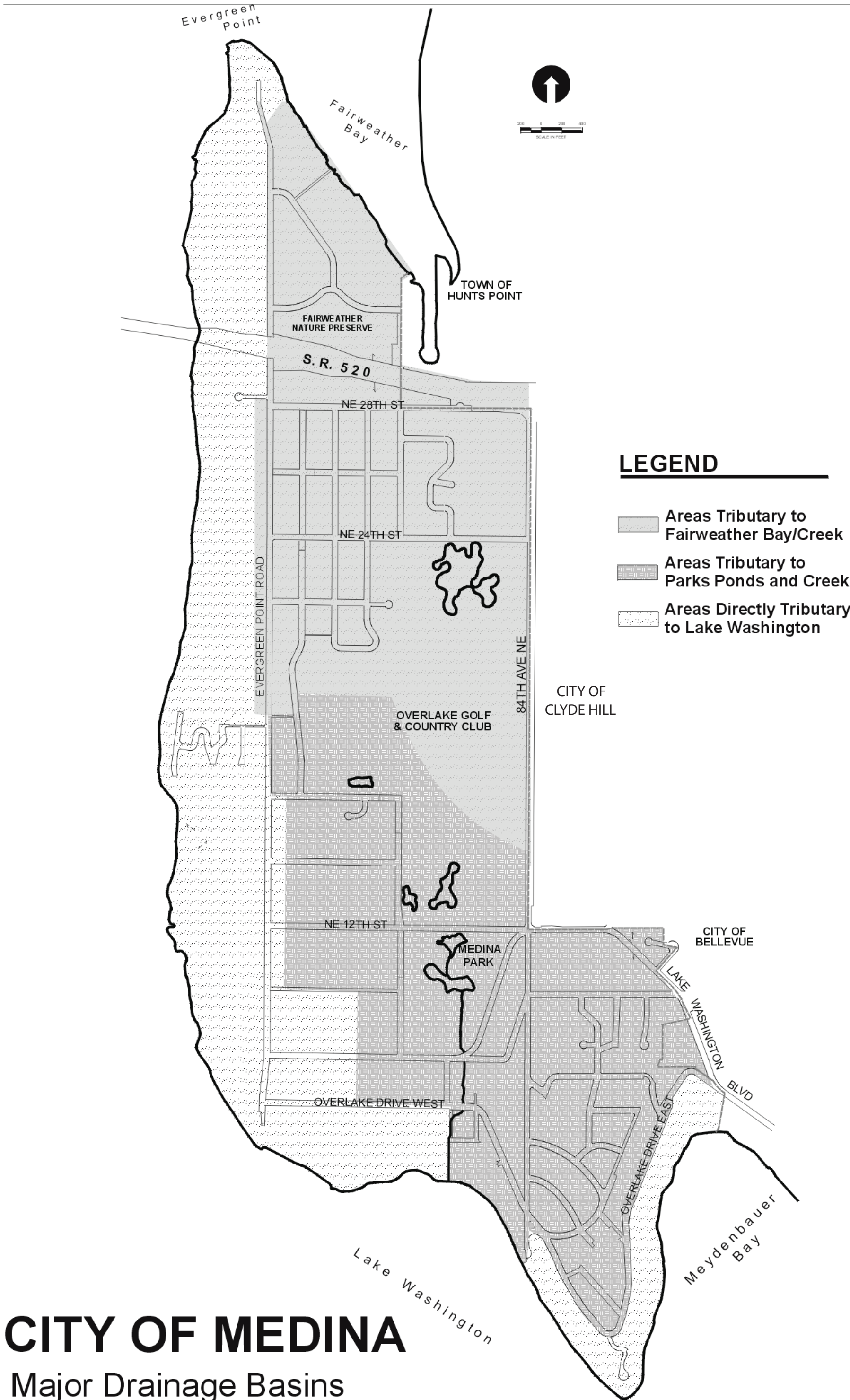


CITY OF MEDINA

Existing Capital Facilities

FIGURE 7: Existing Capital Facilities

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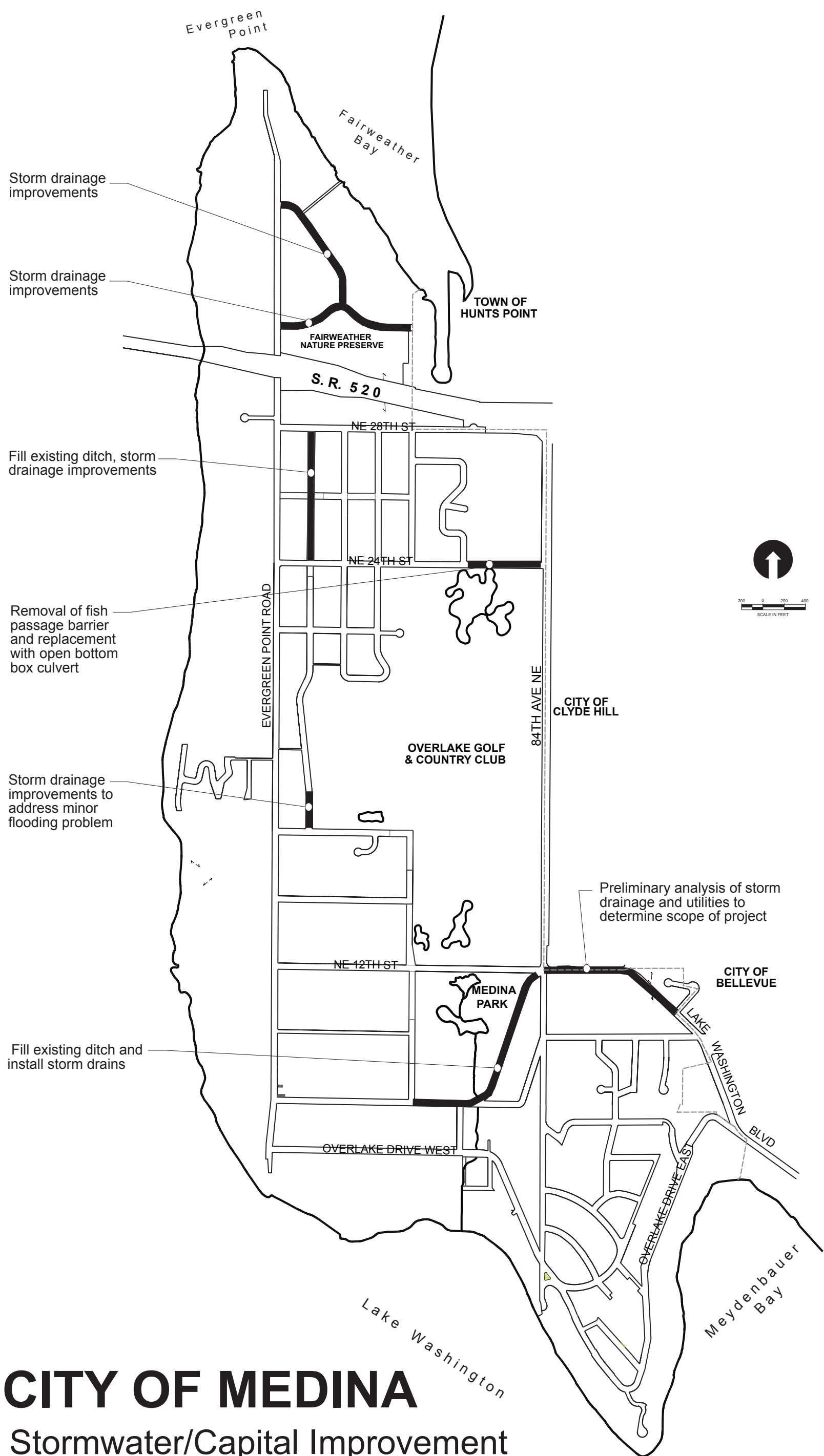


CITY OF MEDINA

Major Drainage Basins

FIGURE 8: MAJOR DRAINAGE BASINS

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CITY OF MEDINA

Stormwater/Capital Improvement Projects

FIGURE 9: STORMWATER/CAPITAL IMPROVEMENT PROJECTS

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8. UTILITIES ELEMENT

INTRODUCTION

The Growth Management Act (GMA) requires the utility element of the comprehensive plan to consist of “the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.”

EXISTING CONDITIONS

There are four utilities that provide services to Medina: electricity, natural gas, telecommunications, and garbage and recyclables collection. The majority of electrical, gas and telephone lines are located along or within public rights-of-way.

Electrical power is supplied by Puget Sound Energy, Inc. It is estimated that the average residential customer uses 16,456 kilowatt hours per year. Puget Sound Energy, Inc. maintains two sub-stations in Medina: one adjacent to Wells-Medina Nursery on 84th Avenue NE and the other at the corner of NE 10th Street and 80th Avenue NE adjacent to Medina Park.

Natural gas is provided by Puget Sound Energy.

Cable television is provided under a franchise agreement with Comcast.

Telephone service is provided to Medina by Qwest. State law (WAC 480-120-086) requires Qwest to maintain adequate personnel and equipment to handle any reasonable demand. The telecommunications industry is in the midst of significant advances in technology. Cellular and optical fiber technologies are transforming the way

service is delivered, and the physical barriers that separate voice, data and video communications are rapidly disappearing. These changes make it difficult to assess the long-term siting requirements for communications facilities. However, the trend appears to be towards physically smaller individual transmission/receiving facilities.

Solid waste and recycling for Medina is handled under a franchise agreement with Eastside Disposal. There is currently no household hazardous waste repository in the City, though Medina is proportionately funding Bellevue's recycling activities to allow its residents the opportunity to utilize hazardous waste programs.

All of the above services are provided to Medina customers on an individual basis, and it is the providers' responsibility to maintain equipment and handle service problems and inquiries. With the exception of the two Puget Sound Energy, Inc. electrical substations there are no other major facilities operated by these providers within the City limits.

UTILITIES PLAN

Utilities services will likely continue to be provided by the companies previously indicated. Given the minimal population growth, growth related impacts on system capacities are not likely to occur very rapidly. Presently, there do not appear to be any problems related to system capacity. Yet, while existing utility lines should be sufficient to meet the City's present needs, over time repairs and upgrades to the existing system may be necessary to maintain and/or improve efficiency, reliability and/or capacity. Additional gas,

telephone and electrical hook-ups will be made on an individual, as needed basis. There are no plans by any of the providers to locate major facilities in the City.

The City is currently encouraging future undergrounding of remaining above ground utility lines in conjunction with street projects. Although undergrounding has been required for new construction for some time there are a number of areas of the City that are still served by aerial lines. Above-ground installations are aesthetically problematic and subject to weather-related damage. The replacement of aerial wiring has been and should remain the primary responsibility of homeowners. However, the City can provide leadership to encourage progress on undergrounding.

Household waste reduction and recycling of waste materials will continue to be encouraged. In addition, the City will continue to work with Bellevue to provide special and hazardous waste programs.

GOALS

- UT-G1 To maintain utility services sufficient to serve the City's needs.
- UT-G2 To minimize aesthetic and environmental impacts caused by utility services.
- UT-G3 To underground all remaining overhead utilities.

POLICIES

- UT-P1 The City shall coordinate with applicable service providers to seek repairs and upgrades to existing utility facilities as necessary to maintain and/or improve efficiency, reliability, and/or capacity.

- UT-P2 The City shall provide leadership and seek to develop a plan to underground remaining above-ground utility lines.
- UT-P3 The City shall encourage household waste reduction and recycling of waste materials.
- UT-P4 The City shall continue work with Bellevue to encourage special and hazardous waste programs.

APPENDIX A - DEFINITIONS

Accessory Dwelling Unit: A subordinate dwelling unit incorporated within a single-family structure, within an accessory building, or located on any developed residential property. The unit may not be subdivided or otherwise segregated in ownership from the primary residence structure.

Activity Areas: Areas defined in the Countywide Planning Policies as locations that contain a moderate concentration of commercial land uses and some adjacent higher density residential areas. These areas are distinguishable from community or neighborhood commercial areas by their larger size and their function as a significant focal point for the community.

Affordable Housing: Housing which is affordable to a family that earns up to 80 percent of the area median income, adjusted for family size.

Alteration: Any human induced change in an existing condition of a critical area or its buffer. Alterations include, but are not limited to grading, filling, channelizing, dredging, clearing (vegetation), construction, compaction, excavation or any other activity that changes the character of the critical area.

Anadromous Fish: Fish that spawn and rear in freshwater and mature in the marine environment. While Pacific salmon die after their first spawning, adult char (bull trout) can live for many years, moving in and out of saltwater and spawning each year. The life history of Pacific salmon and char contains critical periods of time when these fish are more susceptible to environmental and physical damage than at other times. The life history of salmon, for example, contains the following stages: upstream migration of adults, spawning, inter-gravel incubation, rearing, smoltification (the time period needed for juveniles to adjust their body functions to live in the marine environment), downstream migration, and ocean rearing to adults.

Aquifer Recharge Areas: Areas that, due to the presence of certain soils, geology, and surface water, act to recharge ground water by percolation.

ARCH - A Regional Coalition for Housing: A regional group formed by King County and the cities of Redmond, Kirkland, and Bellevue to preserve and increase the supply of housing for low and moderate income families on the Eastside.

Best Available Science: Current scientific information used in the process to designate, protect, or restore critical areas, that is derived from a valid scientific process as defined by WAC 365-195-900 through 925. Sources of best available science are included in "Citations of Recommended Sources of Best Available Science for Designating and Protecting Critical Areas" published by the state Office of Community Development.

Best Management Practices: Conservation practices or systems of practices and management measures that:

- A. Control soil loss and reduce water quality degradation caused by high concentrations of nutrients, animal waste, toxics, and sediment;
- B. Minimize adverse impacts to surface water and ground water flow, circulation patterns, and to the chemical, physical, and biological characteristics of wetlands;
- C. Protect trees and vegetation designated to be retained during and following site construction; and

D. Provide standards for proper use of chemical herbicides within critical areas.

Bicycle Facilities: A general term referring to improvements that accommodate or encourage bicycling.

Bicycle Route: Any route or portion of public or private roadway specifically designated for use by bicyclists and pedestrians, whether exclusive for bicyclists and pedestrians or to be shared with other transportation modes.

Buffer: An area contiguous to and protects a critical area that is required for the continued maintenance, functioning, and/or structural stability of a critical area.

Built Environment: Altered natural lands that accommodate changed topography, utilities, pavement, buildings, or other structures.

Community: The combined interests of the City, its residents, commercial interests, and other local parties who may be affected by the City's actions.

Countywide Planning Policies (CPP): A growth management policy plan required by the state Growth Management Act (GMA) that promotes regional cooperation and specifies the roles and responsibilities of cities and the county.

Critical Areas: Critical areas include any of the following areas or ecosystems: aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, geologically hazardous areas, and wetlands, as defined in RCW 36.70A.

Eastside: A geographic area that includes the King County communities east of Seattle.

Environmental Stewardship: The responsibility to make land use decisions with proper regard for protecting and enhancing the environment.

Erosion: The process whereby wind, rain, water, and other natural agents mobilize and transport particles.

Fish and Wildlife Habitat Conservation Areas: Areas necessary for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created as designated by WAC 365-190-080(5). In Medina, these areas include:

- A. Areas with which state or federally designated endangered, threatened, and sensitive species have a primary association;
- B. Habitats of local importance, including but not limited to areas designated as priority habitat by the Department of Fish and Wildlife;
- E. Naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish or wildlife habitat, including those artificial ponds intentionally created from dry areas in order to mitigate impacts to ponds;
- F. Waters of the state, including lakes, rivers, ponds, streams, inland waters, underground waters, salt waters and all other surface waters and watercourses within the jurisdiction of the state of Washington;
- G. Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity;
- H. State natural area preserves and natural resource conservation areas; and
- I. Land essential for preserving connections between habitat blocks and open spaces.

Frequently Flooded Areas: Lands in the flood plain subject to a one percent (1%) or greater chance of flooding in any given year. Frequently flooded areas perform important hydrologic functions and may present a risk to persons and property as designated by WAC 365-190-080(3). Classifications of frequently flooded areas include, at a minimum, the 100-year flood plain designations of the Federal Emergency Management Agency and the National Flood Insurance Program.

Functions and Values: The beneficial roles served by critical areas including, but not limited to, water quality protection and enhancement, fish and wildlife habitat, food chain support, flood storage, conveyance and attenuation, ground water recharge and discharge, erosion control, wave attenuation, protection from hazards, historical and archaeological and aesthetic value protection, and recreation. These beneficial roles are not listed in order of priority.

Geologically Hazardous Areas: Areas that may not be suited to development consistent with public health, safety or environmental standards, because of their susceptibility to erosion, sliding, earthquake, or other geological events as designated by WAC 365-190-080(4). Types of geologically hazardous areas include: erosion, landslide, seismic, mine, and volcanic hazards.

Ground Water: Water in a saturated zone or stratum beneath the surface of land or a surface water body.

Growth Management Act (GMA): State legislation enacted in 1990, and amended in 1991, requiring counties and cities to create cooperative regional strategies to manage growth and to adopt comprehensive plans and regulations that will implement these strategies

Impervious Surface: A hard surface area that either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development or that causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, roof tops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed earthen materials, and oiled macadam or other surfaces which similarly impede the natural infiltration of stormwater.

Metro - Municipality of Metropolitan Seattle: A regional governmental entity with responsibility for wastewater treatment and public transportation. In January 1994, Metro became a department of King County government, the Department of Metropolitan Services (DMS).

Mega-Homes: A common description for atypically large single-family residences.

Mitigation: Avoiding, minimizing or compensating for adverse critical areas impacts. Mitigation, in the following order of preference, is:

- A. Avoiding the impact altogether by not taking a certain action or parts of an action;
- B. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps, such as project redesign, relocation, or timing, to avoid or reduce impacts;
- C. Rectifying the impact to wetlands, critical aquifer recharge areas, and habitat conservation areas by repairing, rehabilitating or restoring the affected environment to the conditions existing at the time of the initiation of the project;
- D. Minimizing or eliminating the hazard by restoring or stabilizing the hazard area through engineered or other methods;

- E. Reducing or eliminating the impact or hazard over time by preservation and maintenance operations during the life of the action;
- F. Compensating for the impact to wetlands, critical aquifer recharge areas, and habitat conservation areas by replacing, enhancing, or providing substitute resources or environments; and
- G. Monitoring the hazard or other required mitigation and taking remedial action when necessary.

Mitigation for individual actions may include a combination of the above measures.

Monitoring: Evaluating the impacts of development proposals on the biological, hydrological, and geological elements of such systems and assessing the performance of required mitigation measures throughout the collection and analysis of data by various methods for the purpose of understanding and documenting changes in natural ecosystems and features, and includes gathering baseline data.

Native Vegetation: Plant species that are indigenous to the area in question.

Multi-modal Transportation: Means of transport by multiple ways or methods, including automobiles, public transit, walking, bicycling, and ridesharing.

Nonmotorized Transportation: Means of transport that does not involve motorized vehicles, including but not limited to walking and bicycling.

Open Space (Parks): Public land for active and/or passive recreational uses. Includes parkland, wildlife corridors, natural areas, and greenways. May also include school lands and private land permanently reserved as undeveloped.

Passive Recreation (Parks): Outdoor recreation which does not require significant facilities, such as walking, picnicking, viewing, and environmental education activities.

Public Access: A means of physical approach to and along the shoreline available to the general public. Public access may also include visual approach (views).

Restoration: Measures taken to restore an altered or damaged natural feature including:

- A. Active steps taken to restore damaged wetlands, streams, protected habitat, or their buffers to the functioning condition that existed prior to an unauthorized alteration; and
- B. Actions performed to reestablish structural and functional characteristics of the critical area that have been lost by alteration, past management activities, or catastrophic events.

Shoreline: The water, submerged lands, associated wetlands, and uplands of Lake Washington.

Sidewalks: The portion of a roadway designed for preferential or exclusive use by pedestrians. Sidewalks are usually constructed of concrete and are typically grade separated horizontally and set back vertically from the roadway.

Public Facility: Facilities which serve the general public or provide public benefit, such as schools, libraries, fire stations, parks, and other city facilities.

Region: An area which in its largest sense generally includes King, Pierce, Snohomish, and Kitsap Counties. It may also be limited to a smaller area. If so, this is generally noted in the context of the policy.

Sensitive Area: (*see Critical Areas*)

Stream: Water contained within a channel, either perennial or intermittent, and classified according to WAC 222-16-030 and as listed under water typing system. Streams also include watercourses modified by man. Streams do not include irrigation ditches, waste ways, drains, outfalls, operational spillways, channels, stormwater runoff facilities, or other wholly artificial watercourses except those that directly result from the modification to a natural watercourse.

Trail: Any pedestrian walkway within the City, including, but not limited to, paved surfaces such as sidewalks and unpaved, informal pathways.

Wetlands: Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetland intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate the conversion of wetlands. For identifying and delineating a regulated wetland, the *Washington State Wetland Identification* and Delineation Manual shall be used.

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APPENDIX B – 6-YEAR CAPITAL IMPROVEMENT PLAN

CITY OF MEDINA

2005 - 2010 SIX YEAR CAPITAL IMPROVEMENT PLAN (CIP) ---Pages 1 thru 3

2005 - 2010 SIX YEAR TRANSPORTATION IMPROVEMENT PLAN (TIP) ---Pages 1 & 2

2005 - 2010 SIX YEAR NON-TRANSPORTATION IMPROVEMENT PLAN (NON-TIP) ---Page 3

DATE SUBMITTED: April 21 2004 (Draft)

Approved by: Pending

Date: Pending

Resolution Number: TBD

NO.	YEAR	STREET / LOCATION	FROM / AT	TO	LENGTH (mi)	PROJECT SCOPE	PAVEMENT CONDITION	PROJECT BUDGET
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I. STREET IMPROVEMENT PROJECTS (ACP Overlays, Sidewalks, Storm Drainage, etc.)

I - 1	2005	Ridge Road	84th Avenue NE	Upland Road	0.19	Subgrade repair as required, ACP overlay Storm drain improvements as required	5	\$80,000.00
I - 2	2005	NE 6th Street	86th Avenue NE	87th Avenue NE	0.09	Subgrade repair as required, ACP overlay Storm drain improvements as required	4	\$70,000.00
I - 3	2006	77th Avenue NE	NE 16th Street	500 feet North of 16th St	0.10	ACP overlay and storm drainage improvements to address minor flooding problems	4	\$144,000.00
I - 4	2007	Evergreen Point Rd North of Overpass	SR 520 Overpass	Fairweather Lane	0.5	Subgrade repair as required, ACP overlay Storm drain improvements as required, pedestrian sidewalk	4	\$470,000.00
I - 5	2008	NE 32nd Street	Evergreen Point Road	80th Avenue NE	0.27	Subgrade repair as required, ACP overlay, storm drainage upgrade Possible pedestrian path	4	\$250,000.00
I - 6	2008	78th Place NE	NE 32nd Street	Evergreen Point Road	0.23	Subgrade repair as required, ACP overlay, pedestrian path, and storm drainage improvements	3	\$300,000.00
I - 7	2009	82nd Ave NE	NE 24th Street	NE 26th Street	0.14	Subgrade repair as required, ACP overlay Major storm drain improvements	3	\$230,000.00
I - 8	2009	NE 28th Place	Evergreen Point Road	West terminus	0.05	Subgrade repair, ACP overlay, drainage improvements as required	3	\$30,000.00
I - 9	2009	NE 28th Street	Evergreen Point Road	East terminus	0.4	Subgrade repair, ACP overlay, drainage improvements as required	3	\$170,000.00
I - 10	2009	NE 26th Street	82nd Avenue NE	East terminus	0.11	Subgrade repair, ACP overlay, drainage improvements as required	3	\$33,000.00
I - 11	2009	NE 18th Street	Evergreen Point Road	74th Place NE	0.08	Subgrade repair, ACP overlay, drainage improvements as required	3	\$28,000.00
I - 12	2009	Rambling Lane	NE 18th Street	South terminus	0.07	Subgrade repair, ACP overlay, drainage improvements as required	3	\$32,000.00
I - 13	2010	NE 16th Street	Evergreen Point Road	Overlake Golf Course Parking Lot	0.22	Subgrade repair, ACP overlay, drainage improvements as required	3	\$65,000.00

Pavement Condition Legend for Part I. ACP Overlays:

1 = excellent (new/recent overlay within past 5-10 yr. +-)

2 = good (older overlay, no obvious damage)

3 = fair (some cracks)

4 = fair-poor (several cracks, some alligators/settlement)

5 = poor (several cracks, alligators, settlement/potholes)

CITY OF MEDINA

2005 - 2010 SIX YEAR CAPITAL IMPROVEMENT PLAN (CIP) ---Pages 1 thru 3

2005 - 2010 SIX YEAR TRANSPORTATION IMPROVEMENT PLAN (TIP) ---Pages 1 & 2

2005 - 2010 SIX YEAR NON-TRANSPORTATION IMPROVEMENT PLAN (NON-TIP) ---Page 3

DATE SUBMITTED: April 21 2004 (Draft)

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NO.	YEAR	STREET / LOCATION	FROM / AT	TO	LENGTH (mi)	PROJECT SCOPE	PAVEMENT CONDITION	PROJECT BUDGET
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II. STORM DRAINAGE PROJECTS (Not including storm drainage improvements in conjunction with street or path projects)

II - 1	2005	Throughout the City 12 of 13 Discharge Points	12 locations in the City	12 locations in the City	N/A	Repair and line all City storm drain outflow lines		\$150,000.00	
II - 2	2006	Dredge Storm Drain Detention Ponds - Repair Rockery	Medina Park	Medina Park	N/A	Dredge ponds in Medina Park - part of City's storm drain dention system - repair rockery around south side of northern pond		\$120,000.00	
II - 3	2010	NE 24th Street Culvert Fish friendly culvert	Under NE 24th Street	Under NE 24th Street	0.09	Removal of fish passage barrier and replacement with open bottom box culvert		\$200,000.00	

III. SIDEWALKS / PATHS PROJECTS (Including storm drainage improvements as noted)

III - 1	2006	NE 8th Street	80th Avenue NE	Evergreen Point Road	0.25	Install sidewalk with curb and gutter, planting strips, parking strips, storm drain, and other supporting landscaping requirements		\$170,000.00	
III - 2	2007	Evergreen Point Road	NE 12th Street	NE 14th Street	0.11	Install retaining wall, replace thickened edge with curb, gutter, and reconstruct sidewalk		\$100,000.00	

IV. MISC. STREET PROJECTS (Retaining Walls, Landscaping, etc.)

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CITY OF MEDINA

2005 - 2010 SIX YEAR CAPITAL IMPROVEMENT PLAN (CIP) ---Pages 1 thru 3

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DATE SUBMITTED: April 21 2004 (Draft)

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NO.	YEAR	STREET / LOCATION	FROM / AT	TO	LENGTH (mi)	PROJECT SCOPE	PAVEMENT CONDITION	PROJECT BUDGET
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NON-TRANSPORTATION IMPROVEMENT PLAN PROJECTS:

V. PARKS PROJECTS

V - 1	2005	Fairweather Nature Preserve	Fairweather Nature Preserve		N/A	Stream rehabilitation by EarthCorps based on Anderson design		\$18,000.00	
V - 2	2005	Medina Beach Park	Medina Beach Park		N/A	Repair bulkhead, upgrade jetty, create fish habitat, renovate docks (Phase II)		\$270,000.00	
V - 3	2006	Viewpoint Park and Community Dock	South terminus of 84th Ave NE		N/A	Repair and upgrade dock to make fish friendly		\$35,000.00	
V - 4	?	Fairweather Nature Preserve Improvements	Various locations		N/A	Gymnasium area improvements, supplemental plantings, parking area upgrade		?	

VI - 1	2005	Police Facility	TBD		N/A	Architectural design, property acquisition, construction		Unknown	
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SUMMARY TOTAL PROJECTED BUDGET BY YEAR:

2005	\$	588,000
2006	\$	469,000
2007	\$	570,000
2008	\$	550,000
2009	\$	523,000
2010	\$	265,000

TOTAL SIX YEAR C.I.P. 2005 - 2010 \$ 2,965,000

Page 3

NOTES:

1) The above budget figures shown are in 2004 dollars and are to be considered preliminary probable project costs only. More precise budget figures will need to be determined once the final scope of each project is defined, which will require more extensive research, survey, and scope definition prior to the particular year's budgeting.

2) The projects identified above are preliminary in scope definition. Additional projects may be added to, or proposed projects may be deleted from this list.